The New-York Times.

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LIVING IN THE SOUTH

Life in Benighted Regions of Georgia.

Relations of Former Slaves to Their Late Masters.

How They are Misrepresented at the North.

Rejoicing Over the Removal of Treasury Agents.

Anticipated Trouble in the Collection of Taxes.

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GEORGIA.

A Benighted Region—Out of the Reach of Newspapers—Relations of Former Slaves to Former Masters—Misrepresentations in the North—The Removal of Treasury Agents—National Taxes—Gov. Jenkins wants the State to pay for its Individual Citizens—Peculations, &c.

From Our Own Correspondent.

SAVANNA, Hancock County, Ga., Saturday, March 24, 1866.

The metropolitan readers of the TIMES can with difficulty imagine life without a daily newspaper and mail facilities, or if they can figure to themselves existing where neither papers or letters [illegible] think of him as they would of Robinson Crusoe awaiting the arrival of his interesting [illegible]. Such, however, has been your correspondent's experience for the past fortnight, spent in a portion of this State remote from the principal railroads to which "postal facilities" have not yet been fully restored on account of the difficulty in finding horses and mail carriers who can take the oath required. Emerging from this nameless region, I met a man on the cars who had a well-thumbed copy of the New-York Dispatch, in which I found copied an article from the issue of the 13th on the "Present Aspect of Affairs in the South," which presented such a perfectly ludicrous picture of what I have observed during the past six weeks, delineated with such an evident desire to do justice, that I cannot refrain from noticing it, to assure you that you have judged well and rightly, especially in your view of the feelings of the whites for the blacks. Indeed, the very best and most practical proof of this is afforded by the bill which the Georgia Legislature has passed, placing the freedmen in precisely the same position as the whites in all that relates to the rights of person and property, and punishments for crime. With the exception of political privileges and the right to sit on juries, the emancipated slave has every legal right and remedy which the law affords to the white citizen; and, as I have already remarked, this has been done not from compulsion, or for the sake of policy—not grudgingly or reluctantly—but freely, from a sense of justice, and an honest desire to promote the welfare and encourage the good conduct of the negro. The idea that the former slaveowner, irritated by the loss of his property, hates the negroes as the cause of his losses, and wishes to oppress and maltreat them, is a stupid fallacy which it is hardly worth while to refute. As a general thing, the largest slaveowners have retained all their former slaves on their plantations, having contracted with them on most liberal terms, and their servants are the most cheerful, the most obedient, the most industrious, to be found anywhere. If the amount of money lost by emancipation was to create bitterness of spirit and hatred, the man who lost most would be the bitterest and most vindictive, and the negro, who to choose his employer would scarcely select the man who hated and ill-treated him.

While the blacks entertained the belief that the Government would present them severally with a well-stocked farm as a Christmas box, and that freedom meant frolic, fine clothes and idleness, the relations between the races were disjointed and uncomfortable. But this delusion once dispelled, the necessity to work or starve made manifest to the negro, and the hope that the free negro might be made a profitable laborer made brighter to the whites, the blacks began to see that their late masters were their best friends, and would be their best employers, and the labor question soon assumed its present encouraging aspect.

I am not of the number who believe that the free negro will do as much work as the slave, and that their production *per capita* will be as great as before. Any one well acquainted with the race knows their improvidence, recklessness and need of direction. Accustomed all their lives to unconditional obedience—all their wants supplied without any agency or discretion of their own—ignorant of everything relating to business—it is just as foolish to expect that in a twinkling they will become provident, self-reliant, industrious and thrifty, as to expect them to comprehend at once the solar system or the binomial theorem. They do not work as they did before; but they work much better than anybody who knew their habits expected, or had any right to expect. They are for the most part civil, obedient and docile. They seem to understand their position, and the employers are generally satisfied and hopeful; but the stories of their extreme industry are quite as exaggerated as are the bloody tales of barbarous cruelty practiced by "red-handed rebels."

On the whole, however, the prospect is hopeful. Were the political future assured, that is, were the political status fixed, and the present uncertainty removed, the industrial reconstruction of this country would progress rapidly. The improvement is apparent, but it is not vigorous. The public mind is apprehensive; no one seems certain of anything; all arrangements and plans are provisional; enterprise is stunted and sickly. There is a wide-spread feeling of insecurity, which prevents a steady, earnest application to the work of life, for which all are anxious. The people feel just as communities did during the year who were threatened with a raid of STONEMAN's cavalry; and this will continue to be the case until ANDREW JOHNSON, the *restitutor* of the Republic, can succeed in persuading Congress to restore to the South "fixed political order and assured political privileges."

The *Tribune's* plan for revolutionizing the State Governments, and holding what it considers loyal elections, has not been regarded with much serious consideration, and nobody seems to betray any alarm at the threatened reconstruction and restoration of representation.

Such evidences of malicious desire to punish and degrade a whole people, however impracticable and impossible, are not the less to be regretted. They cannot fail to do harm by promoting resentment and ill will, and can do no possible good but to vent the spleen of the non-combatant Southophobists.

If the men who say and write these harsh things are sincere in their professed wish to restore peace and good will, and really believe that insult, continued [illegible] indictments, confiscations, disfranchisements and other gentle alteratives of like character are the best remedies to that end, the [illegible] made a fatal discovery and [illegible] such attachments as bind [illegible]

[illegible] amnesty, abolition of test oaths, and other proofs of good feeling and good will. When there is scarcely a Post-office for which a Postmaster can be found who can conscientiously take the test oath, when the great majority of the tax collectors are acting without commissions, being unable to receive them, as they cannot take the oath, surely the project of disfranchising all, whether pardoned or not, who cannot come up to that impossible standard of loyalty, ought to be abandoned and some modification agreed to.

The removal of the Treasury agents and the closing of their offices in this State has been hailed with universal joy and gratitude, as one of the most effective measures of relief which could have been afforded. If half or one-third of what is said of these agents be true, the system of robbery, corruption and embezzlement which they practiced was as gigantic as it was bold. I have heard of hundreds of cases of men who during the war had subscribed cotton to the Confederate Cotton Loan, and had years ago paid the cotton, and who had paid the Confederate tax-in-kind on cotton, who were compelled to surrender any other property they possessed to these agents, to the full amount of their subscription or tax. In the same way horses, mules, leather, produce of all kinds, were seized and appropriated; and thus, if report speaks truly, hundreds of thousands of dollars' worth of property has been wrung from an already ruined people and passed into the pockets of dishonest and heartless officials. Is it to be wondered at that men who had found such an El Dorado should desire to retain it at the light cost of false representations of the popular feeling South? A return to civil law would reduce to insignificance and powerlessness many who now wear purple and fine linen, make profitable use of their brief authority, and hope to prolong it by showing the absolute necessity that they should support the Union and crush the rebels by holding their offices and enjoying the pay and perquisites, especially the perquisites, to which no regulation or law has put a limit.

It is not possible for any government on earth to have all its officials honest and judicious, and for many of the acts done in the name of the Federal Government it is no more morally responsible than it is for the color of the eyes or hair of its employes. But it is not the less true that in the execution of what is called martial law, throughout this country, wrongs, injustice, acts of hardship and oppression are hourly committed, for which there, is no excuse, not even that of provocation. People do not like to complain to Government. They know the course of all such proceedings. They have no representatives; and the wrongdoers, who are powerfully backed, thus continue unchecked and unpunished. Bayonets and provost-marshals are poor pacificators. As a remedy, they are very much like that of the doctor who threw his patient into fits because he (the doctor) was —— on fits.

The opening of the offices of the Direct Tax Commission throughout the State has caused great discouragement, and will lead inevitably to disastrous results. It is understood that Gov. JENKINS has urged the Government to allow the State to pay the tax, and not try to collect it from the people, who have not the money nor any means of getting it, and who must lose their lands if the law is enforced. The hope is entertained that the Government will grant the Governor's request, or otherwise modify the collection of the tax, in many instances it would amount to confiscation if enforced. No man who lives near Wall-street can form any idea of what "tightness in money" means until he comes down here now. A man who would gratuitously exhibit a hundred twenty dollar gold pieces, would draw a larger crowd than FRED. DOUGLASS or Mr. GARRISON could collect in the South, even though the object of the meeting was to bestow sympathy (not dollars) upon the martyred SWEENEYS, or to utter some newly-devised curse upon the President for honestly observing his oath.

Head Centres of a small size, whose very names suggest potsos and shillelahs, have issued addresses among us, and invited everybody to strike for Old Ireland; but the profits are invariably directed into the pockets of their friends, and as no one here has any money to invest in revolutions, I do not think that SWEENEY's local Head Centres and O'MAHONY's financial agents will find this a sympathetic or profitable field of operations. The conquest of Ireland, by way of Vancouver's Island, is considered by benighted observers in these parts as a rising approach of which Yankee ingenuity never dreamed, and of which Sweeney alone is capable. Having taken Vancouver, where will he open his next parallel? Beyond the Chinese wall?

QUONDAM.

SOUTH CAROLINA.

The Sea Islands—Huguenot Forts and Names—Cultivation of Cotton—Restoration—The Grave of Gen. Mitchell—Gen. Hunter—Six Loyal Regiments in the War.

Correspondence of the New-York Times.

BEAUFORT, South Carolina, Saturday, March 24.

The Sea Islands of South Carolina and Georgia have a history which dates back to the days of FERDINAND, DE SOTO and the Huguenots. On this island, called Port Royal, are the remains of two old forts, built by these religious outcasts, of huge blocks of a concrete of lime and oyster-shells, called tapia, behind which they fought, and, starving, died. Here the *Fleur de lis* waved over breastworks and fortifications which are visible still, and their outlines much more distinct than are some of those thrown up on the battle-fields of our Revolution. Besides the names given by them to a few of these Islands, and by which they are still known, as evidenced by the name of this place, no trace of these refugees exists, save only the upright walls of tapia, some five feet in height, having bastion and ditch and the vestiges of the old drawbridge and portcullis.

In the late rebellion these islands were early taken possession of by our troops, and were used as strongholds from which to annoy the rebels. They extend from Charleston south to Fernandina, varying greatly in size, and forming for the main land a fringe of islands thirty or forty miles in width. Deep rivers of salt water, which are navigable, even at low water, for ocean steamers, separate them.

Besides a historic, these islands have a commercial interest. Formerly thousands of bales of the long staple sea-island cotton were grown here, the fibre of which was so soft that when manufactured the fabric resembled silk; but during the war our Government leased from year to year large portions of the plantations to Northern men, who, not possessing the fee simple, have endeavored to raise all the cotton possible, at the least expense. Other portions have been divided into lots of from ten to forty acres, and sold to the colored men. The result has been that not one-third of the former crop of cotton has been raised, and even that is not equal to the former quality, for the tendency of the long staple is to degenerate into the upland, and only after four years' cultivation in the soil and air of these islands does the seed of the upland produce the famed long staple. The former occupants used this fact in their arguments and petitions to President JOHNSON for a restoration, stating that formerly this large crop of cotton was exported and the value returned in gold, but that now, when occupied by the negro, corn would take the place of cotton. Gen. SAXTON was directed to restore to them houses and lands.

This city, for Beaufort once had Mayor and Aldermen, is situated on a high sandy point, and comprises several hundred well-built houses, all fronting the South and overlooking the river, which here is nearly a mile wide. For some time Beaufort was the headquarters of the Generals commanding this department, and here lies buried in an honored grave the late Gen. ORMSBY M. MITCHELL, who was sent here to do penance by way of expiation, and who fell a victim to yellow fever. His grave is in the Soldiers' Cemetery, surrounded by hundreds of white headboards, marking the places where lie buried our fallen heroes. The name and deeds of Gen. HUNTER are fondly remembered by the negroes here, some of whom sacredly preserve a printed document setting forth that the bearer is free, and signed with the broad sign-manual of the General. An attempt to organize a colored regiment was made by him, but not having authority from Washington, it proved unsuccessful.

Subsequently six loyal regiments were raised in South Carolina, all colored, and all doing good service in the war. By a comparison instituted by Dr. WOOD, of the Medical Examining Board, it has been ascertained that the average height of the Northern colored soldier was from three to four inches more than that of the Southern negro, and that the latter at forty-five is an old man unfit for military duty. In the selection of officers for these six regiments great care was taken to insure the very best, but notwithstanding this, a few unworthy men were admitted.

Of these 6,000 soldiers have gradually returned to their homes, some curiosity has been felt as to how they would adapt themselves to their new relations. With truth it can be said that their military training has proved alike advantageous to them and to the people with whom they live. By order of Gen. SAXTON, a bank for savings was established here, and the aggregate amount of deposits exceeds $300,000. As another evidence of frugality and enterprise, mention is made of TOM LOWE and others, soldiers of Col. HIGGINSON's regiment, who have opened a store here, and have purchased at a Government sale a steamboat to run between this city and Charleston, for $30,000. Capt. ROBERT SMALL, the hero of the *Planter*, has taken command of her. A still more important undertaking has been commenced by some of the officers of colored regiments, which promises to be productive of much benefit. This is the formation of an incorporated company, called the Florida Land and Lumber Company, having already a capital of $50,000, with which lands have been purchased in Florida for homesteads for lumbering and agriculture. An extensive sawmill will be erected, and stores and schools established. A private in Col. HIGGINSON's regiment and Gen. SAXTON have each invested the same amount, a thousand dollars, and a larger part of the stock is held by colored men of that regiment. The object of this company is to furnish homes for the negroes, and as such is worthy of commendation.

E. S.

NORTH CAROLINA.

Whipping Freedmen at Wilmington—Secret Organization of the Blacks—A Challenge—Fort Fisher—Caswell—The Cape Fear—Plantations Rented by Northerners.

From Our Own Correspondent.

WILMINGTON, N. C., Thursday, March 22, 1866.

Wilmington has been almost ready to burst with excitement, occasioned by the interference of Maj. WICKERSHAM's Freedmen's Bureau, with the execution of a sentence passed upon colored men by the county Court. It is well known that public whipping and branding are legal punishments in this State for the crime of larceny. Stocks are to be seen at most every court-house, and they have been frequently used in times past. Last Saturday the County Court found five colored men guilty of some misdemeanor, and accordingly sentenced each of them to receive thirty lashes on the bare back. The news spread like wildfire, and when the sheriff was ready to inflict the punishment an excited crowd of blacks had congregated about the whipping-post, threatening to rescue the prisoners. Finally the affair greatly exaggerated and misrepresented, reached the ears of Maj. WICKERSHAM, and he immediately sent a file of soldiers to prevent it. They arrived too late; but went into the court-room and delivered the order to the sheriff. Having their arms and accoutrements with them they attracted considerable attention and produced quite a consternation among the judges and members of the bar, and a story was soon spread about the streets that the Court had been arrested. Maj. WICKERSHAM's order merely directed the sheriff to suspend the whipping until he could have an opportunity to investigate the case. He was informed that colored testimony had not been allowed in behalf of the prisoner, and that a white man similarly sentenced had been allowed to escape unpunished.

The affair fully developed the fact that the freedmen are not to be fooled with, for if the Freedmen's Bureau had not interposed they would most assuredly have attempted a rescue and the result would have been bloodshed. There is no doubt in my mind that in all the principal cities of the South the blacks are organized in some way, ready to protect themselves against aggression, or for revenge. For this reason, if no other, the Freedmen's Bureau is an absolute necessity in this section, as the blacks are very easily controlled by its officers, and peace maintained.

Ex-rebel Gen. RANSOM has been elected Chief of Police, in Wilmington, and rumor hath it that he sent a challenge to Lieut. RHODES, of the Thirty-seventh Colored troops, last night. It seems that RHODES attempted to obtain the release of some colored soldiers, arrested by Gen. RANSOM's force, when high words passed between them, resulting in the challenge. Whether it was a brave thing or not to challenge an officer of the army, who is obligated not to fight duels, I leave your readers to decide.

Forts Fisher and Caswell, and Smithville are now garrisoned by the Thirty-seventh Colored Regiment, Brevet Brig. Gen. GOFF in command. Both these works are in fine condition, and Caswell is being fully repaired. I am informed that it is the intention of the Government to erect a permanent work near Fisher. The pieces of shells and other iron missiles, fired at Fisher during the bombardment, have been gathered together and sold by the Navy Department. The amount of old metal thus disposed of is said to be very large, and the purchasers have realized considerable profit.

The obstructions in the Cape Fear River are being removed by contract, and several sunken vessels have been raised. The hull of the old *Arctic*, Dr. KANE's vessel, is used for that purpose. She lies about half way down the river from Wilmington, now engaged in raising the *Thorn*, a captured blockade-runner, blown up by a torpedo while loaded with troops bound for this place. The rebel pirate *Chickamauga*, lately raised, lies moored to the banks of the river just opposite the city, with several other noted vessels.

J. P. SMITH, with a large gang of workmen, is now on Federal Point building a new light-house. It is intended that the new beacon shall be a duplicate of the light at Cape Henlopen, Delaware Bay. Since the fall of Fisher we have had temporary lights on the Point, but they have been almost worthless.

The rice plantations and turpentine orchards on the Cape Fear, will nearly all be worked this year, most of them having been rented by Northerners. Some of them are the most valuable in the South. So far as I have been able to learn, the freedmen engaged on them are behaving themselves extraordinarily well, and are quite contented. Most of the old overseers on the plantations have been retained by the lessees, and strange as it may seem the blacks prefer them to Northerners. They tell me that the Yankees work them too hard, which I suppose is a sufficient reason. It is certain that the "tasks" allotted to the blacks are much smaller than the ordinary day's work of a laborer in the North, consequently Northerners are very apt to be overseeing. I learn, too, that the old "slave tasks," large as they were, are too small now for some of the active and energetic hands.

During a short stay in Goldsboro' the other day I was much gratified to discover an encouraging condition of feeling among the citizens. Goldsboro' stood first and foremost as a secession town during the war, her citizens having raised the first rebel flag in the State. There were only two or three Union men there, among whom was one named JAS. H. EVERETT, whose disloyalty to the rebellion was so outspoken that he was arrested and tried for treason. He was thrown into prison, and his health nearly ruined by long confinement. When SHERMAN's army reached Goldsboro' Mr. EVERETT made it his business to rouse the better feelings of the people, and the first Union meeting in the State was held there under his auspices. He ran for the Constitutional Convention last September, but was defeated by a few votes. Subsequently running in the same district for the legislature, he was elected by an overwhelming majority, against an opponent whose great merit lay in the fact that he had been a consistent rebel. These facts strike me as remarkable indications of return to loyalty on the part of the people in that vicinity. Certain it is that there are no troops there, and the Freedmen's Bureau officer finds but little difficulty in the execution of his duties.

E. P. B.

KENTUCKY.

Argument for the United States in the Important Habeas Corpus Case of Capts. J. W. Reed and J. H. Lennin, of the Fifty-fifth Kentucky United States Volunteers.

Correspondence of the New-York Times.

LOUISVILLE, Tuesday, March 21, 1866.

The above Kentucky officers, in the United States service, and acting under Gen. PALMER's orders, having been indicted in the Campbell Circuit Court for "interference" in the last August election, and fined respectively $2,100 and $1,800, and in default of payment committed to the Campbell County jail, United States District Judge BLAND BALLARD issued a writ of *habeas corpus* to test the legality of these State procedures, and having heard the arguments of counsel to-day, adjourned the case till the April term. I heard the arguments, and was favored by MARTIN BIZUR, Esq., counsel for the prisoners, with his brief, as follows:

1. The power of this Court to hear and determine this cause upon this writ, or to order a trial in this Court, was sustained by the *Federalist*, p. 29, 481, 489; by the act of Congress of 1833, and of March 3, 1863; and the cases of *ex-parte* JENKINS, 2 WALLACE, Jr., and JONES vs. SEWARD, 41 BARBER, 272, 278.

2. The offence charged was not an offence subject to State jurisdiction, but the officers, acting under orders of their Government, were responsible alone to their superiors in command. Their acts in question were acts of public force, done by them under the orders of their superiors, in the service of the United States Government, and recognized as such by the United States Government. Forming part of a public force, acting under public authority, and in obedience to the orders of lawful superiors, they have a valid defence; otherwise, individuals would be holden responsible for injuries resulting from the acts of Government, and even from the operations of public war. The prisoners are not to be held answerable as private trespassers or malefactors; they justly claim immunity from the consequences of acts done by them under national authority. They have the undoubted right to be exempted from personal responsibility other than to their superiors, for any acts they committed as members of a military force acting under governmental authority. 36 Wendell Appx.; Daniel Webster's letters in the Spring of '41 to British Minister Fox and Attorney-General Crittenden; 3 Phillimore, 176.

3. Said officers were bound to obey their superiors within the reasonable scope of their authority, the reasonable line of their duty under the authority and jurisdiction of the United States. Dinsman *vs.* Wilkes, 12 Howard, 402.

4. All the rights of war under the law of nations, which apply to recognized nations, also apply in a civil war to the Government and its belligerent opponent. (Wheaton's Inter. Law. 879, 921; 4 Wheaton, 63; 7 Wheaton, 337.

5. The State of Kentucky, at the last August election, was under martial law, and, therefore, subject to the laws of war, except so far as the Commander found it consistent with the safety of the nation to modify that law.

Mr. BIZUR elaborated these points with his wonted marked ability. He insisted the claim of his distinguished opponents, JOHN M. HARLAN and B. B. CARPENTER, Esqs., rests upon the idea that officers acting under a law of Congress or under the authority of the United States, must answer to the State courts for whatever the laws of the State may define to be an offence.

PONTIAC.

FROM THE STATE CAPITAL.

NEW-YORK CITY RAILROADS.

How Broadway Should Be Relieved.

ALBANY, Thursday, March 29, 1866.

To the Editor of the New-York Times:

Your attention is earnestly asked to the inclosed sectional drawing of a railroad, which it is proposed to construct in the City of New-York, as meeting the admitted wants of the public, with the least disturbance of private or public rights.

It will be seen from the drawing that the plan contemplates a tunnel or cut road, a surface road and an elevated road—each with double tracks. The surface road to be operated by horse power; the other two by steam. This system, it is claimed, combines all the merits of the underground, elevated and surface roads, without any of the drawbacks incident to all and each of those projects.

As it passes through the blocks (the projectors paying for the property they take) it does not obstruct the streets; it does not involve the disturbance of the sewerage of the City of New-York, nor of the water mains, nor of the gas-pipes; and during the course of the construction the public would suffer no more inconvenience than ordinarily results from the demolition or repair of a building.

The work, when completed, would afford the facilities of a double track road entirely devoted to the movement of freight; a double track for the movement of way passengers; and a double track for the movement of through passengers by steam. Through its facilities, freight and passengers can reach any point in the south of the Battery, by steam, and without the delay incident to a change of cars. While, by the transportation of persons, it would relieve Broadway of the accumulation of stages which now obstruct that great thoroughfare, it would relieve the carrying freight through the City without breaking bulk, relieve all the streets from the throng of heavy trucks which are now required to transport freight from the depots to the lower sections of the City.

Each block through which the road runs would become a covered depot, (the platforms indicated in the drawing are eleven feet wide,) with a broad platform, upon which passengers could go to and from the cars, without being subjected to the danger of collision with passing vehicles, the annoyance of storms, and the inconvenience of being landed in the mud and slush of the streets.

Each platform of the surface and elevated roads would form an additional covered sidewalk the entire length of the City.

The route of the road, indicated as near as possible by the bill, does not disturb any public building, nor does it interfere with any private building—either store convenience—of any magnitude.

In addition to the grant for these railroads, there is asked the additional privilege of warehousing freight received on the road, and issuing therefor the customary warehouse receipts.

The reason for asking this privilege will be at once understood. By purchasing the property through which this road passes, the corporators will become possessed of real estate, a large portion of which could be advantageously used for the storage of the freight which may pass over portions of the route indicated.

It is generally conceded that some action must be taken to secure the accommodation of the public who are required to transact business in the southern section of the City of New York, and whose residences must be in the northern section.

It is universally demanded that there shall be increased facilities for the transit of freight by the Central, Hudson River, Harlem and New Haven Railroads, through the corporate limits of the City of New-York.

In conclusion, it may be necessary only to say that this enterprise is projected in the hope and with the expectation that it will be alike beneficial to the public and the projectors. It will involve a large expenditure of capital to purchase a right of way through the City of New-York, but it is believed that such an expenditure will, in due time, be rewarded by a fair return. While it is hardly probable that any of those who have projected this plan will reap an immediate reward for their enterprise, it is believed that it will redound to the benefit of the City and State, and thus believing, those named in the accompanying act respectfully, sincerely and earnestly ask that the propositions they have submitted may receive a candid attention and consideration to which they believe them entitled.

AN ACT TO AUTHORIZE THE CONSTRUCTION OF CERTAIN RAILROADS IN THE CITY OF NEW-YORK; AND TO PROVIDE FOR THE STORAGE OF MERCHANDISE AND PRODUCE TRANSPORTED ON RAILROADS.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Moody Cummings, C. C. Clarke, L. S. Watkins, Benjamin B. Hornbeck, James Belden, John F. Cleveland, Joseph Raymond, Chas. H. Phelps, Isaac O. Hunt, Abram Hyatt, Joseph B. Pollock, Charles Hoffman, Edward Boyd, E. W. Johnson, Charles Clark, John Archer, T. N. Parmalee, H. Douglass, and their associates and assigns, are hereby authorized and empowered to construct, use and operate a railroad, with a double track, beneath the grade of streets upon which steam may be used as a motive power; also, a double track even with the surface of streets, to be operated by horse power; also, a double track, elevated at a distance of not less than fifteen feet above the grade of streets, and to convey passengers and freight thereon, upon, across and along the following streets, avenues and public grounds of the City of New-York: Commencing at the South Ferry and thence along the east side of the Battery, to a point between Greenwich-street and Broadway; and thence in as direct a line as may be feasible, to a point at Fifty-ninth-street, between the Fifth and Sixth avenues; and thence east and west on either side, to a point or points which shall most advantageously intersect the tracks of the Harlem and Hudson River Railroads. The said tracks shall not be laid under, upon or above any of streets running north and south for a greater distance than five blocks, but shall be laid, constructed and operated upon property to be purchased, except where said road may cross streets, avenues and public grounds; also, from pier 1, North river, through Battery Place to the intersection of the line running from South ferry to Fifty-ninth-street.

SEC. 2. Such railroads shall be constructed with reference to the accommodation of the public and the proper use and interests of the public streets and ways of said city, and shall be subject to such reasonable rules and regulations in respect thereto as the Common Council of the City of New-York may from time to time prescribe.

SEC. 3. Passengers shall be conveyed on said railroads from the South Ferry to Fifty-ninth-street at a rate of fare not exceeding five cents, and shall be entitled to a transfer ticket from or to the elevated cars to the surface cars, and to and from the surface cars to the elevated cars, each running parallel to Broadway, without any additional charge.

SEC. 4. Should any real estate or interest therein be required for the purpose of construction said railroads, switches and depots on said route or routes as above specified, and cannot be agreed for with the said persons above named, or their assigns, shall be unable to agree with the owner or owners for the use or purchase thereof, they may acquire the right to use or title to the same in the manner specified in the fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth and twenty-first sections of the "Act to Authorize the Formation of Railroad Corporations, and to regulate the Same," passed April 2, 1850; but in all cases the use of said streets, avenues and public property or places for the purposes of said railroads, as herein authorized, shall be considered a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty of said City hold said streets, avenues, public property and places.

SEC. 5. In the construction and operation or use of said roads, as are hereby authorized to be constructed, should the corporators named in this act deem it necessary or proper to run upon, intersect or use any portion or other railroad tracks now laid, or which may hereafter be laid on any of the streets or avenues heretofore named, they are hereby authorized to run upon, intersect and use the same; and in case they cannot agree with the owner or owners thereof, respecting the compensation or payments to be made therefor, then the amount of such compensation or payment shall be ascertained and determined in the manner provided by subdivision six of the twenty-eighth section of the act entitled "An act to authorize the formation of railroad companies, and to regulate the same," passed April 2, 1850.

SEC. 6. Whenever it shall be necessary, in the construction of said roads, to cross any of the watercourses or sewers of the City of New-York, the work shall be done under the direction and supervision of the engineer of the Croton Aqueduct Board.

SEC. 7. Whenever the line of road authorized by this act shall pass over any of the public grounds of the City of New-York, the said corporations and their assigns shall be considered tenants at will and shall pay once every year into the treasury of a joint resolution of the Senate and Assembly, declaring that such use and occupation shall cease, the said company, its representatives and assigns, shall surrender and vacate the same, and restore the surface, walls and fences, as near as may be, to their condition at the time of taking possession thereof.

SEC. 8. All liability for damages or injury to persons or property, arising from the construction of said tunnel, or the operations of said railway, or for any alterations of existing sewers, or water or gas mains and pipes, shall be borne by and be recoverable from said corporators.

SEC. 9. The tunnel or cut-road hereby authorized to be constructed shall not extend south of Battery-place, but shall come to the surface at or before reaching that point, and thence southerly to South Ferry and westerly to Pier No. 1, North River; there shall be only a surface and elevated tracks.

SEC. 10. The corporators heretofore named shall have no right, authority or power to acquire the use or occupancy of any of the streets or public places in said City, under the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and of the several acts amendatory thereof, nor by any agreement or consent of the corporate authorities of said City, except such use and occupancy of said streets and public places as is granted in this act. Nothing in this act shall be construed to authorize the use of any portion of the Central Park.

SEC. 11. For the purpose of constructing and operating said railroads, said corporators are hereby authorized and empowered to enter upon the several streets, avenues, squares and places mentioned and described in the preceding section, so far as the said route is described as being under them, and into the soil under their surfaces, and construct and maintain a tunnel under the surface along the main and branch routes specified.

SEC. 12. The corporators heretofore named, and their assigns, shall have power to receive for storage and sell, keeping all goods, wares and merchandise and produce transported over the roads hereby authorized to be constructed, and to issue receipts for the same, which said receipts shall be a lien upon the property thus stored; and they may charge and collect, from the owners of any property stored on their premises, reasonable fees for the use of their warehouses and machinery, and for labor expended in the receipt and delivery of such property; and such charges shall be a lien upon such property as may be stored upon the premises owned by the corporators heretofore named, or their assigns.

SEC. 13. All provisions of law inconsistent with this act are hereby repealed.

SEC. 14. This act shall take effect immediately.

VERMONT.

The Remains of Senator Foot at Rutland.

RUTLAND, Vt., Sunday, April 1.

The Senatorial Committee, consisting of Senators DOOLITTLE, RYDER and POLAND, and A. P. GORMAN, Acting Sergeant-at-Arms, with his assistants, together with the friends of the deceased Senator, arrived on Saturday at 4 o'clock. They were joined at Salem by a committee from this place. Upon their arrival the remains were transferred to a hearse drawn by four white horses, finely caparisoned. The Committee and friends were furnished with carriages, and the procession proceeded to the United States Court-house, which was appropriately fitted up for the occasion, upon entering which the choir sang an appropriate and impressive anthem. Senator DOOLITTLE then formally handed over the remains to the Rutland Committee in the following beautiful and appropriate remarks:

MR. CHAIRMAN AND GENTLEMEN OF THE COMMITTEE: As my colleague upon the Committee has truly said, we have come upon a sad errand. We have been commissioned by the Senate of the United States to bear home to Vermont all that is mortal of GEORGE FOOT. Those who, with a fraternal duet, will now pass from our charge as a Committee of the Senate, to yours as representing the people of his native State. It is no time or place for eulogy; our hearts are too full for that. A great sorrow has fallen upon the Senate and upon the whole country as well as upon Vermont. That he was distinguished as a statesman and a Senator, all the country knows; but what I desire to say, and what my heart prompts me to say, is not that he was distinguished, honored and respected, but that he was beloved by every member of the Senate, of every political party. All were his personal friends; enemies he had none. The oldest member of the body in continuous service, he was revered as the father of the Senate. Often called upon to be its presiding officer, and always watchful of its honor, he did more than any other to preserve its dignity and decorum. But he has left the Senate. His place we cannot fill. His like we may not look upon. In that coffin is his lifeless body. We commit it to your charge. Our mission in behalf of the Senate is full filled; our last sad, sacred office performed; our work done. We are now ready to return; but I cannot take leave of you without saying that I am here in another character, and as the bearer of another message from him as a dying man, to you, the people of Rutland, and Vermont. Bear in mind that for more than eight years we had been in constant daily political and friendly intercourse, and for a term lodging under the same roof, and most of the time sitting at the same table. He was to me like a father or an elder brother. In these intimate relations I came to know him well and love him more. But I did not know how much I loved him until, standing at his bedside, the dying man stretched out his hand and clasping mine, said: 'Dear brother, you have always been kind to me—a dear, good brother. I can never reward you, but you know where your reward lies.' I could not speak. But he continued, in a clear and distinct voice, while his face beamed with heavenly light, to speak of the religion of the Gospel, and of its consolations in sickness and in health. Among other things he said: 'My recovery or God has been very great to me in this sickness. I have so many kind friends—so many angels ministers all around me, it seems as though a company of angels were all about me to bear up my sinking spirit.' Then after a pause he said: "I have been trying to recall if there is any human being upon earth whom I have intentionally wronged or injured. I do not now remember any, but if there be one I pray that God will forgive me." I will not attempt to tell you all he said. Before I left the room, however, he said in the same clear voice to another: "The Lord reigns." Let the earth rejoice. It is well that he does reign, and the people have reason to rejoice that he does reign. Yes, God reigns over all. There can be no doubt of that. We do not come into the world by chance. We are not creatures of accident. We are born to an eternal life." [Here he paused a few moments and then uttered that dying message which I now bear to you: "When I leave this chamber," he said, "I wish no parade, no ostentatious demonstrations to be made; only the ordinary proceedings which custom and propriety require. I wish to be borne to my friends and home in Rutland, Vermont—a people who have always been faithful to me, more faithful to me than I have been to them, I fear; they have done so much for me. I have no house there, but they will prepare everything needful; and there by them, among that people, let me be buried." This is the message which I bring to you from your dying friend. I was not present when he breathed his last, but from the account which I received immediately after from those who were present, his consciousness remained clear to the last, and his utterance distinct, almost to the very last breath. In his last words distinctly uttered he left another message which speaks not only to you and to me, but to all men and for all time. In all history I cannot remember to have read of a dying Christian whose last words were more touching and heavenly, and more triumphant over death and the grave. Seeing his time was at hand, the words of the twenty-third psalm were then repeated to him by his wife. He called her to his side and folded his arms around her for a moment. Then, as his breathing became choked, he said: "What! can this be death? so easy! Has it come already?" In a few moments after, with a face lighted up as with a soul just entering into Paradise, he joyfully exclaimed, "I see it! I see it! The gates ajar wide open. Beautiful! Beautiful!" And in a very few moments after uttering these words he expired. As a statesman and a Senator, we honor him as a man of noble character. We cherish his memory as a true and faithful friend. We lose him, and as a dying Christian what a glorious example to all mankind!

NEW-JERSEY.

Meeting at Camden to Denounce the Course of Senator Scovel—Another Party Serenades Him.

PHILADELPHIA, Sunday, April 1.

A meeting of the Republican citizens of Camden County, N. J., was held at the Court-house, in Camden, on Saturday evening. The meeting was large. Resolutions censuring the course of Senator SCOVEL, and urging the election of A. G. CATTELL, were passed unanimously. The meeting was not presided over by, nor were any of the officers, politicians.

Later in the evening Mr. SCOVEL was serenaded at his residence by Democrats, who were subsequently entertained by him. No speeches were made, but cheers were given for President JOHNSON, EDGAR COWAN and Ex-Senator STOCKTON.

News From New-Orleans.

NEW-ORLEANS, Saturday, March 31.

Cotton easier; sales 2,600 bales; receipts today 4,700 bales; low middlings 37c.@37½c. Gold 138½; Sterling 38½. New-York bank checks ½@¾ p cent. discount.

The Mississippi River is swelling to an alarming extent.

Pilots report the Pass a l'Outre far better than the Southwest Pass. The steamship *Monterey* passed through yesterday without delay.

The Boston Island Quarantine has been removed.

The steamship *Parsodes* sailed this evening for Liverpool with 2,000 bales of cotton.

The city is full of visitors, the population being fully 60,000 more than before the war.

Gen. SCOTT leaves for New-York on the steamer of the 7th.

Galveston advices of the 26th report that the Texas crops are advancing. Immense cattle shipments continue.

Arrived, steamer *Arabia*, from Liverpool.

NEW-ORLEANS, Sunday, April 1.

Sailed, steamers *Trade Wind* and *Star of the Union* for New-York, and *Kensington* for Boston.

Arrived, *George Washington* and *Fung Shuey* from New-York.

The brig *Derby* reports off Corrientes saw a screw steamer of 800 tons, under easy steam, flying the Chilian flag.

The bark *Jessie Cobb*, from Portland, reports that Capt. COBB was washed overboard during a heavy sea on the 8th of January. Her cargo was damaged by water.

A First of April Hoax in Philadelphia.

PHILADELPHIA, Sunday, April 1.

A great first of April hoax was perpetrated to-day. A morning paper published correspondence between President JOHNSON and a supposititious President of a Johnson Association here, in which the former promised to come to this city and make a public address to-day. Accordingly, many people visited the hotel where the President was supposed to be, and the church which it was announced he would attend. It was also announced that Secretary SEWARD and Senator COWAN would accompany the President.

From Fortress Monroe.

FORTRESS MONROE, Friday, March 30.

The steamer *Rainoe*, with 580 bales of cotton, has arrived from Mobile and Charleston for New-York, short of coal, having met a heavy gale off Hatteras. The steamer *Mercedita* had sailed from Mobile for Havana to load with sugar. The steamer *Ocean Wave* sailed this afternoon, for the third time, for Mobile.

The United States gunboat *De Soto* is waiting here to tow the monitor *Montauk* to New-York.

The ship *Thames*, New-York for Richmond, lies in the harbor.

Killing of a Negro by Gen. Forrest.

MEMPHIS, Sunday, April 1, 1866.

A letter from Sunflower

The New-York Daily Tribune, Tuesday, April 2, 1867.

MONETARY AFFAIRS.

Rates at the Stock Exchange—March 31, 1866.

$1,000 U. S. 6s, '81, R.	105	100	West. U. Tel.	53	
$1,000 U. S. 6s, '81, c.	105	100	Mich. S. & N. I.	78	
$1,000 U. S. 6s, 5-20s, c.	105	100	Chic. & R. I.	103	
$1,000 U. S. 6s, 10-40s, c.	95	100	Pac. M. S. S.	112	
$1,000 U. S. 7-30s, June	105	100	Chic. & N. W.	87	
$1,000 U. S. 7-30s, Aug.	105	100	Chic. & N. W. P.	71	
$1,000 U. S. 7-30s, Oct.	105	100	Ohio & Miss.	31	
$1,000 U. S. 7-30s, c.	105	100	Ill. Cent.	112	
$1,000 U. S. 7-30s, Dec.	105	100	Chic. & Alton	97	
$1,000 U. S. 7-30s, Dec.	105	100	Chic. & Alton p.	97	
$1,000 U. S. 7-30s, Dec.	105	100	Cleve. & Pitts.	87

SITUATIONS WANTED.

FEMALES.

WANTED—BY A GERMAN PROTESTANT girl, who speaks English fluently, a situation to travel to Europe; understands cutting and fitting ladies' and children's dresses; has excellent reference as seamstress and lady's maid; is willing to engage for six months or two years. Can be seen at the Protestant Agency, No. 128 4th-av., near 13th-st; from 12 to 3 o'clock any day this week.

WANTED—BY AN AMERICAN YOUNG WOman, a situation as personal superintendent in a first-class boarding-house, or would take charge of a private house in family's absence; would rent apartments with utmost care; can also be family seamstress; can give good reference as to character and capabilities. Address F. W., Box No. 100 Times Office.

WANTED—BY AN AMERICAN PROTESTANT girl, a situation as seamstress; understands cutting and fitting children's dresses; can operate on Wheeler & Wilson's machines; good City reference; no objection to the country. Can be seen at the Protestant Agency, No. 128 4th-av., near 13th-st.

WANTED—THE WASHING OF A FEW LAdies and gentlemen, by a competent laundress, who thoroughly understands her business; fine flannels neatly done; can give the best of references. Call on or send a note to LAUNDRESS, No. 240 West 26th-st., between 6th and 7th ave.

WANTED—A SITUATION AS COOK BY ONE who understands her business thoroughly; is the first-class baker of bread and pastry; has the best of City references; no objection to going to the country. Can be seen for two days, if not engaged, at No. 51 20d-st., near 4th-av.

WANTED—A SITUATION AS SEAMSTRESS by a respectable woman; can do all kinds of fine sewing, cutting and embroidering; is willing to assist in housework; best of City references. Call for three days only, at 97 Broadway, in the millinery rooms.

WANTED—BY A PROTESTANT YOUNG WOman, a situation as chambermaid and waitress, or both; can do plain sewing; has lived in the best families in this country. Can be seen at No. 161 East 22d-st., near Second-av., back room.

WANTED—SITUATIONS AT BOOKHAM'S, NO. 29 4th-av., for a large number of recommended extra and other cooks; cooks, washers and ironers, lady's maids, nurses, chambermaids, waiters, waiter-girls, housemaids, laundresses, young girls for housework, nurses, &c.

WANTED—A SITUATION BY A SMART young woman as cook, and would assist with the washing and ironing; the best of City reference can be given from her last place. Call at No. 215 West 21st-st., in the basement.

WANTED—A SITUATION BY A YOUNG woman as seamstress; is a neat, plain sewer, can embroider; is capable of hearing the children's lessons if required. Has good city reference. Called 159 Wooster 16th-st.

WANTED—BY A PROTESTANT YOUNG WOman a situation as nurse; can take the entire charge of a baby and the little ones; has good plain reference; best City references. Can be seen for two days at No. 132 West 20th-st.

WANTED—A SITUATION BY A RESPECTAble woman; is a good cook and an excellent washer and ironer; has the best of City references given. Call at No. 23 West 20th-st., near 6th-av.

WANTED—A SITUATION AS COMPETENT person as lady's maid; is a perfect dressmaker and trimmer in every style; has all the ability required to fill such a position. Can be seen at the Protestant Agency. Address by note Fifth-av. Hotel, Room 20.

WANTED—BY A THOROUGH WAITRESS, with excellent City reference, a situation in a private family or boarding-house; takes entire charge of the silver and dining-room; wages $10. Call at or address No. 192 21st-st.

WANTED—A SITUATION BY A RESPECTable girl as chambermaid and seamstress, or as nurse and seamstress; the best of City reference given. Call at No. 142 East 13th-st., second floor.

WANTED—BY A RESPECTABLE AMERICAN lady, a situation as housekeeper; been accustomed to the best of society. Call or address, for three days, F. F. E., No. 167 East 23d-st.

WANTED—BY A PROTESTANT GIRL, A SITUation as lady's maid or child's nurse; would prefer to travel with a lady. Call at No. 61 6th-av., between the hours of 10 and 12 o'clock.

WANTED—BY A RESPECTABLE WOMAN, TO act as ladies' and gentlemen's family washing. Call at No. 6 West 32d-st., front basement; is out of City references.

WANTED—A SITUATION BY A RESPECTABLE woman as first-class cook; understands cooking and all its branches; is a good baker. City references. Call at No. 251 West 19th-st., first floor, back room.

WANTED—A FIRST CLASS COOK WANTS A situation; understands all the branches—soups, meats, game and pastry; best of city reference. Call at No. 207 7th-av., second floor.

WANTED—A SITUATION AS CHAMBERMAID and plain sewer by a respectable Irish girl; would be willing to make herself generally useful. Inquire of her former employer, at No. 315 7d-av.

WANTED—BY A FRENCH GIRL, A SITUAtion to take care of one or two children, or to take care of an invalid lady. Can be seen for two days at No. 198 East 38th-st.

WANTED—SITUATIONS BY A NUMBER OF German girls for all capacities, at Mrs. LOWE'S German Institute, No. 11 Stanton-st., near the Bowery.

WANTED—BY A RESPECTABLE WOMAN, TO take in washing; work will be done at a reasonable price. Apply at No. 4 West 20th-st.

DRESSMAKER—AN EXPERIENCED dressmaker wishes the work of a few more families by the day, or would take work home. Address Mrs. HOLCOMB, No. 165 Prince-st., Room No. 8.

DOMESTICS, SERVANTS, HELP, &c., advertising for situations, places, homes, &c., in the DAILY TRIBUNE, are charged only 25 cents.

SALES.

WANTED—A SITUATION AS COACHMAN BY a young man who thoroughly understands the breaking and training of horses; is a good driver and the saddle; is a good tandem and four-horse driver; has the best City reference. Can be heard of till engaged by applying or addressing Mr. BALDWIN, at Brewster & Baldwin's carriage factory, No. 306 Broadway, New-York.

WANTED—BY A PROTESTANT MARRIED man without incumbrance, a situation as farmer and gardener; the wife to do cooking or take charge of the dairy and poultry; good reference. Can be seen for two days at the Protestant Agency, No. 128 4th-av., near 13th-st.

WANTED—A SITUATION AS GARDENER BY an Englishman without family, who is a thoroughly competent man, to take charge of green-house, hot-house, graperies, truit, &c.; can furnish the best of references from last employer. Address H. D., Young & Elliott's seed-store, No. 9 John-st.

WANTED—A SITUATION AS FARMER BY an experienced young man; he understands the care and management of horses and cows thoroughly; will go at moderate wages; has the very best of unexceptionable references. Apply or address FARMER, No. 15 Court-st., Brooklyn.

WANTED—BY A RESPECTABLE MARRIED man, with a good recommendation, a situation as coachman; is a careful driver, and thoroughly understands his business; is willing to do anything generally useful; has lived over six years in his last place. Inquire at Michael Russell's, No. 55 Leonard-st.

WANTED—A SITUATION AS COACHMAN AND groom, by a very experienced and responsible man; is a thorough groom and driver; has lived with distinguished families in the old country, as well as America; no objections to wait on table; city or country; unexceptionable references. Apply at No. 10 Tillary-st., Brooklyn.

WANTED—BY A YOUNG SINGLE MAN, A SITuation as coachman and groom; can assist in a garden; thoroughly understands the care of horses and carriages, and will make himself generally useful around a gentleman's place. Address P. F., Box No. 216 Times Office, for two days.

WANTED—A SITUATION AS GARDENER AND coachman by one who understands his business in the two branches, and is willing to do anything; will be found useful; is of middle age; the best reference. Can be seen by addressing a note to M. D., Box No. 202 Times Office.

WANTED—A SITUATION AS SWISS COACHman and gardener—by young Swiss, with references; completely understands either of the above; wishes a situation as coachman, &c. Apply or address SWISS COACHMAN, No. 89 4th-av., near 11th-st.

WANTED—A SITUATION BY A MAN AND wife—the man as coachman and groom; understands the care of horses; the wife as nurse or chambermaid; both are willing to make themselves useful. Apply at BEDELL'S, 311 4th-av.

WANTED—A COACHMAN'S SITUATION BY A Protestant single Scotchman, who can furnish four years of the most unexceptionable references, and will be found very obliging. Address G., Box No. 196 Times Office.

WANTED—AN INTELLIGENT AMERICAN boy, about 15, who will make himself generally useful, can have a good situation by applying at Room No. 19 No. 249 Broadway, between 9 and 10 A. M.; good references.

WANTED—A SITUATION BY A PROTESTANT young man; has references one year as coachman and groom; industrious, honest, obliging; is cheerful; will recommend him as any one in want of his services. Call at BOOKHAM'S, No. 329 4th-av.

WANTED—A SITUATION BY A STEADY, sober man; is willing and obliging, industrious and faithful, to take care of a place; is a good driver and gardener; can care and milk cows, &c.; good references. Call at BOOKHAM'S, No. 329 4th-av.

WANTED—A GARDENER'S SITUATION BY A young German (single) in a first-class place; understands the care of green-houses and graperies, as well as the cultivation of flowers and vegetables. Address JOSEPH, at Young & Elliott's seed-store, No. 9 John-st.

WANTED—BY A SINGLE PROTESTANT young man (a Scotchman) a situation as coachman and groom; understands his business thoroughly and is willing and obliging; has the best of reference. Address F., Box No. 201 Times office.

WANTED — BY A PROTESTANT SINGLE young man a situation as coachman and to assist in a garden; good reference; country preferred; can be seen for two days at the Protestant Agency, No. 128 4th-av., near 13th-st.

WANTED—BY A RESPECTABLE WOMAN, TO act as ladies' and gentlemen's family washing. Call at No. 6 West 32d-st., front basement; is out of City references.

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WANTED—A FIRST CLASS COOK WANTS A situation; understands all the branches—soups, meats, game and pastry; best of city reference. Call at No. 207 7th-av., second floor.

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DOMESTICS, SERVANTS, HELP, &c., advertising for situations, places, homes, &c., in the DAILY TRIBUNE, are charged only 25 cents.

SITUATIONS WANTED.

MALES.

WANTED—A SITUATION, BY A MARRIED man with no family, as coachman; is a good careful driver, and understands the care of horses perfectly; the best City reference can be given; no objection to the country. Address or call for two days at his present place, No. 3 Bond-st.

WANTED—A SITUATION BY A PROTESTANT young man where he can make himself generally useful about a gentleman's place, in city or country; can drive and take care of horses, and do plain gardening. Address J. W. B., Box No. 217 Times Office.

WANTED—A SITUATION BY A SETTLED man, who knows the duties of a coachman for a number of years in this City; would make himself generally useful. Address P. F. SADLER, No. 4 East Houston-st.

WANTED—BY A HIGHLY RESPECTABLE, sober and steady man, with unexceptionable reference, a situation as waiter in a family. Call at No. 64 West 19th-st., for two days. No objection to go into the country.

WANTED—A SITUATION BY A YOUNG MAN as coachman; has good references, and is willing to make himself generally useful; has a knowledge of vegetable gardening, and will work for low wages. Please address Henry B., Box No. 191 Times Office.

WANTED—A SITUATION BY A YOUNG MAN as coachman and groom; thoroughly understands his business; has first-class City references from his last employer and others. Address J. G., Box No. 210 Times Office.

WANTED—A SITUATION BY A YOUNG MAN, a Protestant, as gardener; has no objection to take care of a horse; can have good references. Can be seen for two days at No. 141 Last 13th-st., Room No. 3, first floor.

WANTED—A SITUATION BY A YOUNG MAN as coachman; is a good groom and driver, and well recommended from his last place; no objection to the country. Address M. D., Box No. 215 Times Office.

WANTED—BY AN ENGLISHMAN, A SITUAtion as coachman and groom; unexceptionable first horses; no objection to the country; best reference given. Address H. C. W., Box 223 Times Office.

WANTED—A SITUATION BY A SINGLE MAN as coachman or gardener; understands both, and willing to make himself useful; good reference. Address H., Box No. 218 Times Office.

WANTED—BY AN ENGLISHMAN, A SITUAtion as coachman and groom; understands first horses thoroughly; no objection to the country; best reference given. Address H. C. W., Box 223 Times Office.

WANTED—A SITUATION BY A SINGLE MAN as coachman or gardener; understands both, and willing to make himself useful; good reference. Address H., Box No. 218 Times Office.

WANTED—A SITUATION BY A RESPECTAble young man as coachman and groom; thoroughly understands his business; good reference given. Call at the private stable No. 30 West 18th-st.

WANTED—A SITUATION AS COACHMAN and groom by a single man who thoroughly understands his business; best City references. Call on or address Mr. H. W., at Rodger's, 341 6th-av., for three days.

WANTED—A RESPECTABLE YOUNG MAN and wife, with a gentleman's city residence to take charge of for the summer months. Call or address store 1,241 Broadway.

WANTED—A SITUATION AS GARDENER OR coachman by a single Englishman; understands his business; is civil and obliging; best of City reference. Address A. B., Box No. 211 Times Office.

WANTED—BY A QUICK AND LEGIBLE PENman, a position as entry clerk or assistant bookkeeper in a good wholesale house. Address, stating salary, &c., O. H., Box No. 166 Times Office.

WANTED—BY A YOUNG MARRIED MAN, Protestant, a situation as porter in a wholesale store; can take care of horses or drive; good reference given. Address J. J., Box No. 213 Times Office.

WANTED—BY A SOBER, STEADY YOUNG man, a situation as coachman; is willing to make himself useful; best of City reference. Address J. B., Box No. 216 Times Office.

WANTED—A SITUATION BY A YOUNG MAN, first man as porter; will make himself generally useful; can take care of horses and drive; good reference given. Address J. J., Box No. 212 Times Office.

WANTED—A SITUATION AS OVERSEER, OR similar employment on a farm, by a German, of years of age; no objection to going South or West. Address H. B., Box No. 91 Times Office.

HELP WANTED.

WANTED—SEVENTY-FIVE EXPERIENCED New-York, Brooklyn, Jersey City and Newark fur "Kellogg's United States Mercantile Register." Apply between 9 and 4 P. M. to KELLOGG, JOHNSTON & CO., second floor, No. 15 Beekman-st., New-York.

WANTED—A SINGLE MAN TO TAKE CARE of himself generally useful; to one who understands his business and can be well recommended, a permanent place will be given. Apply at No. 50 Wall-st., Office No. 4, up stairs.

WANTED—IMMEDIATELY, AT BOOKHAM'S, No. 29 4th-av., A large number of American, Irish, Scotch, German, French, &c., as lady's maid, nursery governess, parlor maid, chambermaids, laundresses, waitresses, extra and other cooks, housekeepers, young girls, &c.

WANTED—A FIRST-CLASS SALESMAN FOR the China business; must be well acquainted with the trade throughout the country. Apply to E. V. HAUGHWOUT & CO., Nos. 488, 490 and 492 Broadway, corner Broome-st.

WANTED—BY A CATHOLIC LADY RESIDING in the country, a cook, who thoroughly understands the washing and ironing; best of City references required. Inquire on Monday, April 2, between the hours of 12 and 3 P. M., at No. 166 West 11th-st., near 6th-av.

WANTED—THIS DAY, AT THE PROTESTANT Agency, No. 128 4th-av., near 13th-st., cook, housekeeper, chambermaid, waitress, nurse and seamstress. Also, farmer, and gardener and wife. None but Protestants with City reference need apply.

WANTED—A SMART ACTIVE BOY, 15 OR 16 years old, in a wholesale store; must be a good writer and correct at figures; wages $5 per week. Address, with reference, in handwriting of applicant, K., Box No. 61 Post-office.

WANTED—IN A PRIVATE FAMILY, A GOOD plain cook, with undoubted references; she will be expected to assist in washing and ironing. Apply between 10 A. M. and 2 P. M. on Monday, at No. 122 West 46th-st.

WANTED—IN A BOOK-STORE, AN INTELLIgent boy, 14 or 15 years old, clean and tidy, to go of errands, and make himself generally useful; must write a fair hand, and be well recommended. Apply at No. 1 Spruce-st.

A LARGE NUMBER OF GIRLS, WITH good recommendations, wanted at the Sixth Avenue Servants' Institute, No. 136 11th-st., corner 6th-av. Excellent situations ready for cooks, chambermaids, waitresses, laundresses, nurses, seamstresses and housekeepers.

WANTED—A GERMAN FARMER, OR ENGlish, with a plain, good gardener, wife to attend dairy and housework. States wages which must be moderate, with reference, for three days, for North Orange, N. J., to X. X., Box No. 186 Times Office.

WANTED—A FIRST-CLASS PROTESTANT girl to do general housework, to go a short distance from the city; the best of wages paid, and first-class help only need apply at store No. 34 Vesey-st., from 11 to 2 o'clock.

WANTED—A NUMBER OF COACHMEN AND plain gardeners; also, farm hands and useful men for excellent situations and good wages. Apply at the large Employment House, No. 128 11th-st., corner of 6th-av.

WANTED—FOR AN OFFICE, A YOUNG MAN who writes a good hand and is correct at figures; must come well recommended. Apply to JOHN MATTHEWS, No. 497 10t-av.

HARDWARE CLERK WANTED—ONE who has some experience in the wholesale and retail trade. Apply at 445, with reference, C. E. F., Box No. 5,748 Post-office.

WANTED—A COACHMAN TO GO INTO THE country; one who can come well-recommended for honesty and sobriety, and willing to work in the garden. Apply at No. 138 South-st., Tuesday morning at 10 o'clock.

WANTED—A BOOK-KEEPER IN A BROKER'S office, familiar with the stock commission business. Address M. Y. H., Box No. 162 Times Office, stating salary expected.

WANTED—A FIRST-RATE BOOK-KEEPER; must have the most unequivocal references as to character and capacity. State salary expected. Address F. & C., No. 56 Wall-st., basement.

WANTED—TIME-KEEPER FOR A MINE IN Pennsylvania; 3 brakesmen for railroads. Apply WILDER'S Office, No. 31 Montgomery-st., Jersey City.

WANTED—A MAN AND WIFE FOR ALL farm work; Holland, German, Welsh or Scotch preferred. Apply immediately at No. 27 Jane-st.

WANTED—A GARDENER, FOR 6 MONTHS. A single man, who perfectly understands his business; wages $25 and board. Apply at No. 67 East 19th-st.

BOY WANTED—A SMART OFFICE BOY, RESiding with parents and writing a good hand. Apply at No. 46 Pine-st, room No. 1.

WANTED—FOR A SMALL FAMILY, FOUR servants, a cook, a chambermaid, a waitress and fine washer and ironer. Call at No. 404 6th-av.

BOY WANTED—WELL RECOMMENDED—J. M. DAVIES, No. 29 Pine-st.

WANTED—A DESIGNER FOR DELAINE AND prints. Apply to J. C. HOWE & CO. 39 North-st.

BUSINESS CHANCES.

A MERCHANT HAVING AN ACQUAINtance and business agency with one of the most flourishing of Western cities, desires to form a connection with a party in this City, who will invest an equal amount with his own advantage, (from $2,000 to $20,000) and who not only has the money, but who is in every way qualified to attend to the purchases of the house; therefore none whose business, as well as private character, will not bear the closest scrutiny need answer; undoubted reference will be given. Address L. Lazy, Box No. 5,733 New-York Post-office, with real name.

$10,000 TO EXCHANGE FOR MERchandise.—$10,000 in cash and a desirable manufacturing establishment would be exchanged for a desirable stock of merchandise. Call on or address, for three days, C. O. WHEELER, No. 131 Duane-st., with Hoover, Stone & Co.

TO EXCHANGE—$10,000 IN CASH AND A DEsirable manufacturing establishment would be exchanged for a desirable stock of merchandise. Call on or address, for three days, C. O. WHEELER, No. 131 Duane-st., with Hoover, Stone & Co.

PRINTERS—NEAT JOB OFFICE FOR SALE—Established five years; price $1,100. Apply at the office, No. 552 6th-av., between 36th and 37th-sts., for one week.

SPECIAL PARTNER WANTED—WITH $100,000, in the wholesale grocery trade, by a house doing a profitable and growing trade. Full particulars by addressing TRADE, Box No. 134 Times Office.

HORSES AND CARRIAGES.

HORSES FOR SALE—TWELVE GOOD CARriage and draught horses, just from the country. Northwest corner of 10th-st. and 2d-av. JOHN TURNBULL.

SADDLE HORSE FOR SALE.—A STYlish black horse, 9 years old, gentle and will go in single harness. Apply at No. 64 West 10th-st.

MACHINERY.

FOR SALE—AT A LOW FIGURE TWO SHODDY machines and fixer, shafting, pulleys, belts, &c., all in perfect working order; steam power can be had if desired; also room. Address SPRINGMEYER BROS., No. 723 Broadway, New-York.

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode; sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 309 Washington-st., near Reade.

FOR SALE.

BENEDICT & COIT, NO. 6 PINE-ST., REAL ESTATE AND LOAN BROKERS.

Offer for sale a large number of first and second class bonds in this City, and country seats and farms on the Hudson, in the Jersey Meadows, and other localities.

Also, TO LET—SUITES OF FURNISHED HOUSES, and a number of houses unfurnished.

Also, WILL LOAN MONEY ON MORTGAGE.

EAST TENNESSEE LAND AGENCY.

COCKRILL & SEYMOUR, REAL ESTATE BROKERS, Knoxville, Tenn.,

Offer for sale valuable lands of every description in all parts of East Tennessee. Also, transacting real estate property and gratuitously furnished.

FOR SALE—AN ELEGANT COUNTRY SEAT and farms of 150 acres; on high ground, 1½ miles from depot at New-Brunswick, and 1½ hours from New-York; house situated in a beautiful evergreen grove, containing 15 rooms, besides pantries, closets in every room, with all modern improvements; gas, fixed with hot and cold water, water-closets, steam furnace, broad piazzas front and rear, &c., &c. Also, cottage containing 6 rooms, ten-pin alley, ice-house, filled, gas-house, stables, coach-house, farm stables for 20 horses and 20 cows, wagon-houses, sheds, large new barn on farm; land all underdrained with tiles and highly productive; has fruit, vegetable gardens, &c., &c. Will be sold with 20 acres or more as desired; price for that $35,000, or the whole place for $50,000. Address EDWARD PLANEL, New-Brunswick, N. J.

FOR SALE—AT HYDE PARK, ON THE HUDson, 110 acres of land, with large dwelling-house containing 15 rooms, all in convenient order, adapted for Winter as well as Summer occupancy; large carriage-house, stables and sheds, grapery, greenhouses, gardener's house, large garden, grazing lands, &c., all good and substantial buildings. There are all varieties of fruit on the premises; the owner and ex-Governor of this State has resided on the place for years, and says he never saw a healthier location. The house is delightfully situated on the summit of a hill, commanding a view of the Hudson for many miles from Poughkeepsie; there is also a fine view of the river and mountains; this property adjoins and comprises part of the country seat of the late Hon. John Bowman; it will be sold low for cash, or exchanged for city property. Also a farm of 100 acres, with large house, barn-house, &c., adjoining the above. Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—AT RYE, TEN MINUTES' WALK from Portchester Depot, the residence of the late Edward Theodore Bogert, commanding an extensive view of Long Island Sound and surrounding country; the house is large and in good order; the grounds are over 6 acres, beautifully ornamented, fruit and shade trees of choice variety; also, stable, carriage-house and garden, in perfect order, with grapes and shrubbery, outbuildings are new, with every convenience; a place every way desirable for a gentleman's country residence; the air bathing is excellent, and the situation unsurpassed for health. Apply to WM. JOHNSTON, No. 39 7th-st., from 8 to 10 A. M. and 3 to 7 o'clock P. M.

FOR SALE—THREE STRICTLY FIRST-CLASS fine brown-stone houses, now ready for occupancy, with all the modern improvements; the front doors have brown-stone balusters and hand-rails around the stoops; hall filled with statutes of marble; have black walnut doors in the parlors, and all the modern conveniences; the interior finish, basement and kitchen in the most substantial manner. Will be sold cheap, or exchanged for property in the upper part of the City. All parties desiring to purchase should not fail to call and examine these houses before purchasing elsewhere, as they can be seen any time; keys kept next door. For further particulars apply to E. M. KELLOGG, No. 129 Pearl-st., New-York.

FOR SALE AT YONKERS—A NEAT AND commodious cottage, 12 feet by 40; 9 rooms, pantries, cellar, &c.; gas and gas fixtures; piazza in front; was built by the present owner for his own use; situate on high ground; river view; two minutes' walk from Glenwood Station, Hudson River Railroad; ground 66 by 100 feet, with fruit, &c.; price $3,000. Inquire of S. LOWERRE, No. 307 Spring-st.

FOR SALE—A FARM OF 6 ACRES OF GOOD land and dwelling, containing 8 rooms, with wash and bake house, containing cistern and oven, abundance of fruit, applies, pears, peaches, &c.; good well of water, and a never-failing brook; situated on Springfield Turnpike, half mile above Irvington, within 10 minutes' walk of the horse cars. Inquire of T. A. FARROW, on the premises, or No. 26 Nassau-st., New-York.

$5,000 AT NEWTOWN, L. I., A NEAT and cottage house, in rooms; new stable, carriage-house, &c. One acre beautifully laid out with shade trees, fruits, garden, &c., &c. One hour from City Hall, New-York; near two depots; trains every hour; $3,000 cash; terms to suit. Apply to or address HILTON, No. 307 East Broadway, between 1 and 3 P. M.

FOR SALE—THE FOUR-STORY HIGH-STOOP brick house, No. 79 10th-st., four doors east of 8th-av.; the house is 25 feet wide, has ten bedrooms, three bathing-rooms, hot and cold water, gas fixtures, range, closets, gas, furnace, &c., all in good order; part of the purchase money may remain on mortgage. Inquire at No. 80 Wall-st., Room No. 4, or at HOMER MORGAN.

FAIRFIELD, CONN., COUNTRY RESIDENCE FOR SALE.—Delightfully situated, commanding extensive views; house new, and very spacious; an abundance of garden and other fruits; two and a quarter hours from New-York; 9 trains daily. Address Box No. 329 Bridgeport, Conn., or HOMER MORGAN, No. 2 Pine-st.

FOR SALE—A COUNTRY SEAT ON EAST bank of Passaic River, 2 miles from railroad depot, and within one hour of City Hall; 10 acres, brick house, 18 rooms, carriage-house, stable, ice-house filled, gas, hot and cold water, and all city conveniences; large assortment of fruit. Inquire of GEO. W. DAVIS, No. 2 Maiden-lane.

FOR SALE OR TO LET—PARTLY FURnished, a beautiful place of six acres on the Hudson River; three-quarters of an hour's sail by steamer from foot of Spring-st.; location convenient, beautiful and healthy. For terms apply to J. W. GILDERSLEEVE, No. 146 West 42d-st.

FOR SALE—THE SUPERIOR DWELLINGhouse, having all the modern appointments, No. 266 West 23d-st., opposite the Protestant Episcopal Theological Seminary; size of house, 40 by 50. For further particulars apply to STURGES, CLEARMAN & CO., No. 119 Wall-st.

FOR SALE IN BROOKLYN, E. D.—THE most three-story and basement brick houses No. 8 and 7 2d-st., near Broadway. A few minutes' walk from the ferry. Price $5,000 each. Apply to Mr. ALLEN, 168 Meeker-av. Inquire of ALLEN & BROWN, No. 26 Broadway, New-York.

COTTAGES FOR SALE—AT IRVINGTON, 9½ miles from Newark, N. J.; one with 7, and the other has 14 rooms; high tower, bath-room, fountain in garden; one minute's walk from depot. Location very healthy; one or twenty acres of land. Apply A. E. BROWN, No. 317 Broad-st., Newark, N. J.

FOR SALE OR TO LET—COUNTRY RESidence at Astoria, L. I.; dwelling-house, barn, &c., with five acres of land; good garden with plenty of fruits, &c.; pleasantly situated; three minutes' walk from a mile from steam-boat landing and ferry. For particulars inquire of CHAS. DE BEVOISE, No. 29 Vesey-st.

FOR SALE CHEAP—POSSESSION APRIL 1. A desirably located, four-story, high-stoop, brown-stone house, in good order, modern improvements &c. in block between 6th and 7th-avs., 20th-st. Lot 20 by 92 feet 9 inches. Apply to GEORGE MARCH & CO., No. 69 Water-st., or E. H. LUDLOW & CO., No. 9 Pine-st.

FURNISHED HOUSE FOR SALE AT ENGLEWOOD, N. J.—Twelve miles from Jersey City, on the Northern Railroad; in complete order; also, near depot, 2 lots, 50 feet front each, 100 feet deep; ground handsomely laid out. For terms apply at the house, or of W. R. VERMILYE, No. 44 Wall-st.

ORANGE, N. J.—VILLAR VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York; for sale low. Also, country seats and houses to let for the season or year. Inquire of HENRY BLACKWELL, No. 19 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—THE BROWN-STONE HOUSES on 45th-st., a little west of 8th-av., to be completed by May 1. They are first-class in style and finish throughout, and are the most desirable houses offered for sale in the vicinity of 5th-av. Apply to AMOS WOODRUFF, No. 49 West 45th-st., between 5 and 6 o'clock, or in the evening.

$5,750. FOR SALE—A THREE-STORY and English basement house, (22x46 feet,) No. 207 West 19th-st., in good repair, gas fixtures, and all modern improvements. Apply to C. MITZELBERGER, No. 200 West 20th-st.

FOR SALE—HOUSE AND LOT, NO. 202 WEST 23d-st., between 7th and 8th avs., with or without the furniture; lot 18.9 by half the block; house 18.8x55 feet. Apply to C. C. TODD, No. 64 Day-st.

FOR SALE—AN EXTENSIVE QUARRY OF WHITE MARBLE, superior quality, 16 miles from New-York, one mile from Harlem Railroad Station. Apply to W. H. CARPENTER, No. 96 Vesey-st.

FOR SALE—POSSESSION IMMEDIATELY, A very desirable four-story brown-stone front house in a first-class location. Apply on the premises, No. 109 East 34th-st.

A $5,000 NEW GOTHIC COTTAGE FOR SALE.—Passaic, N. J., containing 7 rooms, cellar, garden, fruit, &c., 45 minutes by Erie Railroad; will not be rented. Inquire of J. S. BIDDELL, Passaic.

FOR SALE—A VERY DESIRABLE BROWNstone house, four stories, high-stoop; size, 24x50; lot, 100; with the furniture if parties desire. Also, 20x50 feet, three 4th-av. Apply to C. C. TODD, No. 64 Day-st.

FOR SALE AT HARLEM—BRICK HOUSE 2 south side of 126th-st., between 2d and 3d-avs.; 7 rooms, cellar and one of fine. Inquire of G. W. NOBLE, brick and coal yard, foot of 126th-st.

BUSINESS PROPERTY FOR SALE—A valuable corner property on William-st., below Wall-st.; well rented. Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—THE FIRST-CLASS BROWNstone houses and lots Nos. 46, 47 and 49 West 30th-st., between 5th and 6th avs., regardably finished with rosewood doors, &c. W. FANNING, No. 37 West 30th-st.

COTTAGE AND 2 LOTS FOR SALE—On the 3 years or 7 per cent. Also, valuable river front lot, and fine view of Central Park; inquire of ENOCH ARMITAGE, No. 34 John-st., Room No. 2.

FOR SALE—HOUSE AND LOT NO. 9 GRAMercy Park, East 20th-st. $8,000. Pay further particulars, apply to A. T. BROWN, No. 71 Wall-st.

FOR SALE.

FOR SALE, TO BE LET OR EXCHANGED, BY JAMES M. TAYLOR, No. 37 Pine-st.,

STORES, HOUSES, AND VACANT LOTS, COUNTRY SEATS AND FARMS.

THE UNITED STATES HOTEL, SARATOGA SPRINGS, FOR SALE.—The proprietors wishing to devote themselves more exclusively to the sale of the bottled spring waters, will dispose of this establishment, or would sell a third interest in the same to a party competent to conduct a first-class hotel. Address CROCKER & CO., Saratoga Springs, St. Lawrence County, N. Y.

FOR SALE BY ALLEN & BROWN, NO. 26 BROADWAY.

Offer for sale the following-mentioned brown-stone front residences:

Four-story high-stoop on Madison-av., extra size.
Four-story high-stoop on 5th-av., corner, with stable attached.
Four-story high-stoop on East 21st-st., near Broadway, extra size.
Four-story high-stoop on West 22d-st., between 7th and 8th-avs.
Four-story high-stoop on West 23d-st., near 6th-av.
Three-story high-stoop on West 26th-st., near Broadway.
Four-story high-stoop on West 27th-st., near Broadway.
Four-story high-stoop on West 29th-st., near 8th-av.
Four-story high-stoop on West 30th-st., near 8th-av.
Four-story English basement on West 33d-st., near 8th-av.
Four-story high-stoop on West 35th-st., near 8th-av.
Three-story high-stoop on West 36th-st., near 8th-av.
Four-story high-stoop on West 37th-st., near 8th-av.
Four-story high-stoop on West 39th-st., near 6th-av.
Four-story English basement on East 39th-st., near Park-av.
Four-story high-stoop on East 39th-st., near Madison-av.
Four-story high-stoop on West 39th-st., near 8th-av.
Four-story high-stoop on West 40th-st., near 8th-av.
Four-story high-stoop on East 42d-st., near 8th-av.
Also a number of other first-class houses in desirable locations.

ROBERT A. HAGGERTY, Auctioneer.

HAGGERTY & PHELPS, AUCTIONEERS AND REAL ESTATE BROKERS, No. 11 Pine-st., New-York.

ROBERT A. HAGGERTY. JOSEPH M. PHELPS.

We have on hand in this City, on Staten Island, Long Island and Newark,

SOME VERY DESIRABLE PROPERTY FOR SALE AND TO LET.

HAGGERTY & PHELPS.

A HANDSOME AND VERY CONVENIENT country residence for sale at Greenwich, Conn., near the depot, an hour on the New-York and New-Haven Railroad, at the head of the harbor; commanding view; house in perfect order, and handsomely finished; has every desirable location for a gentleman and his family; society good; best of schools and churches; house nearly new, and fitted with range, furnace, hot and cold water, stationary tubs, marble bowls above and below; gas all through; warmed by convenient steaming apparatus, all in perfect order; front, including 2 acres, handsomely laid out in shade trees, fruit, flowers, rose bushes, shrubbery and evergreens; stable, carriage-room, coach-house, hay-loft, bath-room and large pantry; nearly three acres of ground nearly laid out; stocked and distributed; about 400 trees of the choicest varieties of pears, apples, peaches and plums; garden well stocked with berries and other delicacies, carriage-house and stable, 20 by 40; 2 cows can be had if desired. Inquire of W. DAVIDSON, No. 488 Broadway, or E. E. MATHER, Greenwich Depot.

FOR SALE AT RAVENSWOOD, L. I.—A very desirable residence on the banks of the East River, opposite 65th-st., New-York, about one mile from the ferry; house in perfect order; the property consists of three or five acres of land, well stocked with a large variety of the choicest fruit, roses, shrubbery and shade trees. The dwelling is commodious, with modern improvements, viz.: hot and cold water, shower-baths, &c.; large barn, outhouses and excellent well of water.

ALSO FOR SALE—In the village of Ravenswood, on the East River, several beautiful cottages and other houses, varying in size and containing from 2 to 14 rooms. Their situation for attraction and convenience to the City of New-York cannot be excelled. For particulars inquire of GILBERT HOPKINS, Office No. 37 Fulton-st., New-York, Room No. 4, second story, where a map of the property and photographs of the same can be seen from 12 to 1, or at the house after 4 P. M.

FOR SALE—THE PROPERTY IN TARRYtown belonging to the estate of Joseph Moore, deceased; there is a fine cottage and an extensive peach orchard, a good barn, &c., and about 4 acres of land; the property is pleasantly situated, and the price is about $1 for each tree; the property is offered for the purchase of a property well suited for manufacturing or gentleman's residence; exceedingly well situated for a family residence. The Hudson River Railroad depot is very near, and a good depth of water at the wharf. For further information on the premises, apply to J. M. JEROLEMON, No. 28 South-st.

RAVENSWOOD.—FOR SALE—A BEAUTIFUL cottage residence, with gardener's house, stable, carriage-house, &c. The house is three stories, with every convenience, such as water in the house, gas fixtures, &c.; contains 8 rooms, including parlors, dining and drawing-rooms. The grounds are beautifully laid out, with a frontage on the water of 400 feet by 435 feet to the road; shade-trees, and an abundance of fruit and vegetables of great variety within one half hour of Wall-st. For permits to view, apply to A. J. BLEECKER SON & CO., No. 77 Cedar-st.

MANUFACTURING PLOT AND WATER FRONT FOR SALE OR TO LET.—A splendid property for manufacturing purposes, of 16 acres, with about 600 feet water front, near Fort Richmond, opposite Newark Bay, on Staten Island. Upon the premises is a wharf 200 feet long, at which the ferry-boats from 23d-st. land their passengers. The land is beautifully situated for cottages, and adapted to all kinds of manufacturing purposes, being a gradual rise from the water. Apply to HOMER MORGAN, No.

The New-York Times.

NEW-YORK, MONDAY, APRIL 2, 1866.

THE NEW-YORK TIMES.

Enlargement of the Daily, Semi-Weekly and Weekly Times.

The Largest and Cheapest Newspaper in the United States.

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Each number contains *eight* pages of *seven* columns each—or FIFTY-SIX columns in all—making it the largest newspaper in the United States.

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Everything possible will be done to make the TIMES the most valuable and interesting Family Newspaper in the United States. Its price will remain unchanged, in spite of the fact that its size and contents have been increased one-fourth.

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H. J. RAYMOND & CO.,
TIMES Office, New-York.

To Our Subscribers.

We have frequent complaints that persons ordering the TIMES from our carriers are served with other papers instead. They will confer a special favor upon us by immediately reporting every instance of the kind to the TIMES Office.

To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Amusements this Evening.

ACADEMY OF MUSIC.
14th-st., corner of Irving-place.
THIS EVENING, April 2, commencing at 8 o'clock, LUCREZIA BORGIA. A great cast, including Mme. Carozzi Zucchi, Miss Adelaide Phillips, Mlle. Claudine Carioli, Signor Mazzoleni, Signor Bellini, Signor Ardavani, Signor Antonucci, &c.

WINTER GARDEN.
Broadway, between Bleecker and Amity sts.
THIS EVENING, April 2, commencing at 7½ o'clock, THE LAKES OF KILLARNEY and AN HOUR IN SEVILLE. Characters by Mr. and Mrs. Barney Williams.

NIBLO'S GARDEN.
Broadway, between Prince and Houston sts.
THIS EVENING, April 2, commencing at 7½ o'clock, LITTLE BAREFOOT. Characters by Messrs. W. Holland, G. Bernard, E. Leach, E. M. Holland; Misses Maggie Mitchell, Mary Wells, Maeder, H. Chapman, Berta, Everett, &c.

WALLACK'S THEATRE.
Broadway, corner 13th-st.
THIS EVENING, April 2, commencing at 8 o'clock, DREAMS OF DELUSION. Characters by Messrs. Frederick Robinson, Gilbert, Ringgold, Norton, Williamson, Misses Madeline Henriques, Ione Burke. Also, MARRIED LIFE.

OLYMPIC THEATRE.
Broadway, between Houston and Bleecker sts.
THIS EVENING, April 2, commencing at 7½ o'clock, THREE GUARDSMEN. Cast including every member of the company, and I LOVED HIM AT FIRST SIGHT.

NEW BOWERY THEATRE.
Bowery, between Canal and Hester sts.
THIS EVENING, April 2, commencing at 7½, EDGEWORTH, BESS, THE OLD OAK CHEST and MRS. GREEN.

FOX'S OLD BOWERY THEATRE.
Bowery, between Bayard and Canal sts.
THIS EVENING, April 2, commencing at 7½ o'clock, the pantomime of JACK AND GILL. Also two dramas. Characters by the company.

BARNUM'S NEW MUSEUM.
Broadway, between Spring and Prince sts.
THIS AFTERNOON at 2. EVENING at 7½ o'clock. MOSES; Or, ISRAEL IN EGYPT. MAGNIFICENT SCENERY, COSTUMES, &c. WILD AUSTRALIAN CHILDREN. 100,000 CURIOSITIES.

NEW-YORK CIRCUS AND HIPPOTHEATRON.
14th-st., opposite the Academy of Music.
THIS AFTERNOON at 2. EVENING at 7½ o'clock. MATINEE; EVENING at 8, ROBINSON, THE GREAT HORSEMAN, with his juvenile protege, YOUNG CLARENCE, will assist in brilliant FETE DE JOUR.

BRYANT'S MINSTRELS.
Broadway, between Grand and Broome sts.
THIS EVENING, April 2, commencing at 7½ o'clock, THE PERFORMING ELEPHANT and SCENES AT DONNYBROOK FAIR.

BROOKLYN ATHENÆUM.
Atlantic-st., corner Clinton.
THIS EVENING, April 2, commencing at 8 o'clock, GRAND CONCERT by Mrs. Sophia Mozart and George W. Moby.

NEWS OF THE DAY.

GENERAL NEWS.

The Supreme Court of Wisconsin has decided that in 1848 the people ratified the proposed amendment conferring the right of suffrage upon negroes. It appears that at the election held that year such an amendment was submitted to the people, and a majority voted for it; but as the Constitution required a "majority of all the votes cast at such election," it was declared by the canvassers that, as a majority of those who had voted for State officers had not voted on the amendment, it had failed. The Supreme Court has decided that this was erroneous, and that the amendment was adopted, and that, therefore, negroes are entitled to vote in Wisconsin.

The Nashville *Press* says that a man named HARPER, the head of a gang of desperadoes, has notified the Union men of Sumner County that, as the troops are to be withdrawn, they must go with them. He says that the county is not large enough to contain himself and his sympathizers, and also the Union men and agent of the Freedmen's Bureau. HARPER warned all the Union men not to remain, on peril of their lives. He openly defies the civil and military authorities.

The Philadelphians were badly first-of-Apriled yesterday by pretended correspondence between President JOHNSON and a JOHNSON association, in which the former promised to come to Philadelphia and make a public address. Many people visited the hotel where the President was supposed to be, and the church at which it was announced he would attend.

A Tennesseean, formerly a wealthy slave and land-owner, now a resident of Arkansas, has notified Gen. FISKE of his intention to build school-houses on his large plantations for the colored people, and requests to be supplied with teachers by the Freedmen's Bureau.

On Saturday the election took place in Tennessee to fill the vacant seats in the Legislature, created by the bolting of several members. Detachments of military were to be stationed at the polls, and the franchise law rigidly enforced.

The *National Intelligencer* says: "We learn that Gov. DILLINGHAM, of Vermont, will appoint Mr. HILAND HALL as United States Senator in the place of Mr. FOOT, deceased. He will not, probably, reach this city till Tuesday or Wednesday.

A bill has been introduced in the Ohio House of Representatives to prohibit conductors on street railroads from receiving fare except from passengers provided with seats.

The weather continues unseasonably cold at the West and South. On the 30th ult. there was good skating on the Chicago parks, and ice formed at Atlanta, Ga.

The latest advices received from the Indian tribes in the far West assure the Commissioner that the great body of Indians scrupulously respect the treaties ratified by Congress.

The first train of the season, consisting of twenty-one wagons laden with groceries and provisions, left St. Joseph, Mo., on the 29th, for Virginia City.

Mrs. JEFFERSON DAVIS is on her way up the Mississippi, going to Montreal to see her children. Her daughter MARGARET is at school in the Academy of the Sacred Heart, at Sault-au-Recollet.

There was a destructive fire in Danville, Va., on the 26th ult., loss about $150,000. On the day before, the little village of Darling, S. C., was almost destroyed.

The Memphis city election on Saturday, resulted in an overwhelming majority for what the *Dispatch* calls the JOHNSON party.

The election for member of the Legislature, which occurred at Nashville, Tenn., on Saturday, resulted in the choice of LEWIS, conservative, by 1,600 majority over BRIEN, radical.

New Orleans is full of visitors, the population being fully 80,000 more than before the war.

Galveston advices of the 29th report the TEXAS crops are advancing. Immense cattle shipments continue.

LOCAL NEWS.

ANNA HOGAN, residing at No. 68 New-Chambers-street, fell from the third story window to the pavement yesterday morning, while under the influence of liquor. The injuries received are presumed to be mortal. The woman was removed to Bellevue Hospital.

During an altercation in front of No. 25 Chatham-street, about 2 o'clock yesterday morning, WM. HENRY was stabbed in the abdomen with a knife, by PATRICK HORN. The assailant and his companion, named MCPHERSON, were arrested. HENRY was removed to the New-York Hospital.

A little boy while playing in a vacant lot in Sixty-seventh-street, on Saturday afternoon, found under a stone $940 in counterfeit $10 bills on the Albany City Bank. The counterfeits were given to officer JARMS of the Thirty-first Precinct, who carried them to the Station-house.

Rev. H. KENDALL, Missionary from India, delivered an interesting discourse in the Madison-street Baptist Church, yesterday morning. Meetings are to be held in this Church every afternoon and evening this week, and the widely-known revivalist, Elder KNAPP, is to attend.

Business was less active on Saturday. Flour was steady. Wheat and Corn were firmer. Cotton, Petroleum, Wool and Whisky, Hay, Hides, Leather and Tobacco, were depressed. Mess Pork opened in favor of buyers, but closed buoyantly. The stock of Pork in New-York and Brooklyn Packing-houses was 99,948 bbls.; of Beef, 27,361 tcs. and bbls. Freights quiet.

Gold was steady at about 128 on Saturday. Government stocks firmer. The Railways generally down at the close, in sympathy with the decline in Erie to 75@74 per cent. Exchange on London 108¾ per cent.

The South and Congress.

One of the evils resulting from the policy of systematically excluding Southern representatives from Congress, is that we are deprived of the constitutionally-provided means of ascertaining the necessities, wishes, opinions and sentiments of a large section of the Union, comprising one-third of our entire population. We know that in many things the Southern States are suffering greatly for want of proper legislation, or for want of a proper consideration of their necessities in those matters—few, but important—over which the National Legislature has control. The Executive, so far as lies in his power, has carried on the arduous work of reëstablishing the frustrated interests of the South; but on a hundred subjects and in a thousand points, legislation of a practical cast is imperatively required, as might be expected, after the cessation of all effective legislation for four years, so far as the entire region lying south of the Potomac is concerned. In lieu of interest and action upon these matters, which come clearly within its constitutional province, Congress has devoted itself to legislation on subjects concerning which its power is at least dubious, and the most important results of which have been vetoed by the President on constitutional grounds. Were there representatives from the Southern States on the floor—men familiar with the condition of things in their respective States, and with all the questions on which they require legislative action, we might expect to find, not only more intelligent discussion of those delicate social topics which require treatment, but a proper presentation of those practical interests of the South which have been so long neglected, and which now so imperatively demand attention. Leaving out of notice here all the pressing matters of Southern interest, which have been left out of notice in Congress, we will name but a single question that *has* been up within a few days past, upon which the arguments of Southern representatives would have been of great aid to intelligent legislation. We refer to the question of an export tax upon cotton. It is but natural to suppose that the knowledge of members from the South as to the effect upon Southern industry, upon the cotton culture, and upon Southern prospects generally, of an export cotton tax of two cents per pound, would be more accurate and intelligent than that of members from the Northern States. Some may say, even on this question, which we bring up merely as an illustration, the local interests would lead all the Southern representatives to vote one way, if they had the liberty of voting; but this is an argument, it it be an argument at all, that works both ways, and bears against the vote of Northern members as strongly as it would against that of Southern members.

We are likewise hindered from obtaining through legitimate channels the opinions and sentiments of the Southern people upon numerous important questions of national interest by the exclusion of their representatives. Congress itself has to fall back upon such means as it has adopted in calling before it for examination prominent men, such as LEE, BOYCE, and others, from the Southern States. The people generally have to fall back upon what they learn from the newspapers; and this differs so widely, according to the predilections of different journals, that nothing but confusion can result to the public judgment. Even those who regularly see Southern papers find it hard to gather from them the public sentiment of the body of the Southern people. In one sense, newspapers are an index to public sentiment, but like indexes generally, which only give hints and detached glimpses of a subject, they are very apt to mislead those who have not some familiarity with the matter treated of. Out of a great body of Southern papers now before us, we could, by adroit and unscrupulous scissoring, detach and bring together pieces that would represent as prevalent any state of opinion and feeling we might desire. We all know what discreditable ends some of our cotemporaries constantly serve by this means; and we would as soon go to a man's most malignant enemy to learn his true character as to these sources to learn the real condition of affairs.

We would obtain far more satisfactory answers to such important questions as those which the Congressional Committee put to Gen. LEE, than were given, were the representatives from the Southern States admitted to places in the National Legislature. We would be no less stringent than the most stringent—we would be no less stringent than President JOHNSON himself, in requiring from these representatives, before they took their seats, the most conclusive evidences of loyalty of spirit and purpose. But, being satisfied as to this, we should also feel satisfied that the nation at large would have more intelligent opinions upon the Southern "situation," and that Congress would be able to legislate more intelligently upon Southern interests, were those representatives admitted to their seats.

Connecticut—The Candidates.

From all accounts, there is a reasonable prospect that by the vote which will be cast to-day in Connecticut, Gen. HAWLEY will be elected Governor by a small majority. This result, we venture to think, will be primarily due to the patriotic record of the candidate during the war. Neither indiscreet political utterances nor the subscription to what may be called an extreme party creed, can blot out from the memory of the Union majority of the North the recollection of services such as Gen. HAWLEY rendered to his country as a soldier in the Union army. Even had the past record of his opponent been more entirely in accord with the strong sentiments and unyielding purpose which carried the nation through its perils, Gen. HAWLEY would have had considerable headway in the present race. His enlistment as a private in the ranks showed that he was willing to do tough and what might be thankless duty for months, or, peradventure, for years, before he should reach even an ensign's commission. His heart, therefore, must have been enlisted in the cause; and his subsequent promotion was the legitimate victory of loyal devotion and steady endurance.

These are claims to political reward which cannot be easily set aside; and they are claims which probably would have enabled the Republican candidate to carry even a heavier load of resolutions than are put upon his shoulders by the Convention to which he owes his nomination.

There is much promise and good assurance in Gen. HAWLEY's career as a true soldier, that his course in the high civil position to which he aspires will be conservative and just. There are men, it is true, who have borne even higher military titles in the war, who are neither moderate nor national in their sectionalism and partisanship. But they are generals whose soldierly qualities brought neither honor to themselves nor success to the national cause. Their fighting ability has been proved mainly since the surrender of LEE and JOHNSTON. We augur a more pacific disposition in so true a soldier as Gen. HAWLEY. If he is elected Governor he can do more—if he is so inclined—than could his opponent, Mr. ENGLISH, to allay the tumult of faction, to moderate between the extremes of party, and to influence a healthy and honorable compromise between the supporters of the President and the majority of Congress who oppose the Executive policy. Gen. HAWLEY's position as Governor, then, will impose upon him responsibilities of no common kind. Let us hope—if he succeeds—that he will prove as temperate and prudent in the Executive chair as he was brave and worthy in the field.

The Condition of the Streets—Necessity for Stern, Uncompromising Action.

We observe that Mayor HOFFMAN and Mr. O'GORMAN have, in view of the notorious fact that Messrs. BROWN, DEVOE & KNAPP have not complied with the conditions of their street-cleaning contract, consulted with President SCHULTZ of the Board of Health, and advised that the Board give these gentlemen a fair chance before taking measures to break their contract. Dr. SWINBURNE was quite sure that the contractors could not clean the City with 900 men and 600 horses, and President SCHULTZ took the same view. This strikes us as something extraordinary. In the first place, the contractors undertook to clean the streets; have not done it; and have nevertheless been paid for doing it ever since last June. To say now, ten months after the undertaking was entered into, that the machinery is inadequate, is to say that the work was never intended to be performed.

What has the Mayor or any one else to do with the too small force employed, or said to be employed? That force was a matter to be estimated by the contractors themselves—and by them alone—and if they preferred to let the City be dirty for ten months—never complaining of their want of means until the whole subject began to be ventilated in these columns—whose is the fault? But there is more to be said on this subject. Will the Board publish a statement of what streets have been cleaned, and how often, *within the last fourteen days?* They will find the information recorded at the Police Stations, and may discover that the 900 men and 600 horses have not appeared in various localities during the whole time we name.

Another point will probably interest them. Dr. SWINBURNE speaks of 900 men. Will it not be well to verify the existence of these men as, not, mind, 900 employed *on one particular day*, but organized into a *permanent* body of street-sweepers and cartmen? This matter should be looked into from the point of view that there has been and is still malfeasance in office.

The contract runs for ten years. The public have a right to demand that during all that time they are not compelled to force their servants by watchfulness and constant complaints to be honest. The present contractors have fully proved, not their physical unfitness for their trust, but their moral obliquity in regard to its fulfilment. If their calculation, on entering upon their posts was that the price to be paid them was insufficient for cleaning the City, but that the profits were to come out of neglect to clean it, they ought to be ousted at once. We beg the Board of Health to look at the subject in a business like and common sense manner, and while so doing to remember how very corrupt this City is in the regulation of its public affairs. Let them try to penetrate the mysteries of the Ring and get at the secret history of the street-cleaning contracts for years past, and then judge what promises now to be made to them will be worth. We regret that our Mayor should in this connection sustain the contractors by the weight of his position. There are some occasions when the experience and acumen of an Ex-Recorder may be of service to the occupier of the Mayor's chair. At all events, the cholera is coming; and if its ravages are aggravated by the condition of the streets, beneath which the filth of months has been soaking, and is so still, there will be an amount of moral responsibility to be shouldered, which it is not pleasant to honorable men to think of.

THE DEFEAT OF THE BANKRUPT BILL.—The *World*, in recording the defeat of the Uniform Bankruptcy bill, spitefully says:

"There is to be no bankrupt law during the life of the present Congress. So much is very clear from the action of the House yesterday. There is to be no relief for unfortunate white debtors. Many a good, honest, enterprising man has failed in business, often from no fault of his own, and the decision of the two last Republican Congresses has been that there shall be no relief, no means of extricating themselves, from the bog of bad debts. The difficulty, doubtless, is in the complexion of them unfortunates. If they were black, their cases would be attended to forthwith. The Republican Party will some day be treated in the same manner as it has treated the bankrupts. When once down, the country will never let it up again."

As this slap-dash style of assertion may mislead thoughtless readers, we will state that the *World* is entirely in error. On the vote by which the Bankrupt bill was defeated there were 182 names recorded—59 yeas and 73 nays. Of Republicans, 53 voted for and 53 against the bill. Of Democrats, *six* voted for and *twenty* against it. So it appears that it is the Democratic and not the Republican party that refuses "relief for unfortunate white debtors." There are only 40 Democrats in the House; half of them voted against the bill, and had every man responded to his name, at least 32 of the 40 would have answered "No." A flavor of truth now and then would add new charms to the partisan paragraphs that spice the columns of our Democratic neighbor.

The Speck of Trouble in Northern Waters.

We have given the statement and the comments of the London *Times* on the altered aspect of the fishery question, resulting from the abrogation of reciprocity with the British Provinces. The bare fact of the intended dispatch of a war vessel to sustain Imperial interests is not open to doubt. But the tone in which the question is discussed by other London journals is calculated to shake confidence in the authority of our London namesake in matters of opinion, and to mitigate the apprehension of hasty belligerent action on the part of England. The views of the *Morning Post* possess peculiar significance in this connection, indicating as they do not only a want of faith in the justice of the construction of the convention of 1818, originated by Nova Scotia and confirmed by the law officers of England, but also a disposition to deal with the United States in a liberal spirit, and as far as possible to moderate the demands of the maritime Provinces in reference to the inshore fisheries.

Passing over for the nonce the controverted question of the construction of the treaty of 1818, and the decision of the English officials "in terms which," as the *Morning Post* observes, "seem to make it certain that they had not even read the treaty," it is important to note the language of a journal which in the lifetime of Lord PALMERSTON was oracular in its utterances concerning the present policy of England in regard to fisheries. "It is exceedingly doubtful," says the London writer, "whether it is desirable for any nation to maintain in these days the policy of excluding anybody from the privilege of fishing in the sea. The Commission which recently sat to examine the question as affecting seas nearer home, has reported against the maintenance of any restriction whatever." Therefore, "it is scarcely probable that this country would consent to make any great sacrifices to support, several thousand miles away, a principle which it is doing its best to abolish on its own shores."

An incidental allusion in the same article to negotiations now being carried on by England with the French Government implies an application of the give and take process, and so amounts to little more than an argument in favor of a renewal of reciprocity between this country and the Provinces. The general argument as to the impolicy of vexatious restrictions upon fisheries, as upon trade, nevertheless retains its force, and should serve to satisfy us that *Imperial influence will be exerted to moderate the action of the provinces, rather than to encourage pretensions of an irritating and dangerous character.* "Although they [the Provinces] will be supported by this country," declares the *Morning Post*, "in whatever is just and proper, it is not to be expected that they will be supported in the assertion of principles which have been already abandoned on this side of the Atlantic." To this extent the assurances are satisfactory. We trust that they will mitigate the indignation of a city cotemporary, who saw in the original item, as transmitted by telegraph, tokens of mischief contemplated by "perfidious Albion," and in consequence refused to hear of any renewal of negotiations with the Provinces.

Aside from the question of right, we notice one material error in the question of fact. It is alleged that the fisheries belong to England, not to her Provinces; that a vessel of war is being sent to uphold Imperial as separate from Provincial privileges, and, as a consequence, that in any negotiation touching the fisheries, we must address ourselves to Imperial and not to Provincial authorities. The allegations and the inferences from them are alike erroneous. The respective fishing-grounds belong as completely to the respective Provinces, and are as fully under their jurisdiction, as the unsold lands within their borders. As a matter of formality, previous negotiations involving the fisheries were conducted with England, but the terms made by England in behalf of the Provinces were not valid until after their ratification by the Provincial Legislatures. Now, even the appearance of Imperial intervention is virtually dispensed with. The recent negotiations at Washington were conducted—and conducted, we are bound to say, with marked ability—by delegates from the leading Provinces, which in this case appear to possess all the substantial attributes of independence. To adjust the fishery difficulty, then, we must directly or indirectly treat with the Provinces themselves, the probable action of England being limited, as the *Morning Post* intimates, to the abatement of Provincial demands, so far as these depend for their efficacy upon naval support.

Indeed, comparatively little difficulty might be feared if the settlement of this question were contingent upon negotiations to be held direct with England. Whatever danger is involved arises from the possibility of hasty and unfriendly measures by one or another of the Provinces, whose readiness to begin a quarrel which England, as the parent State, must of necessity assume, is always in an inverse proportion to their relative importance. Thus Nova Scotia—not Canada—raised the provoking issue long ago. And to-morrow little Prince Edward Island will be more likely to adopt an offensive system of exclusion than her big sister, Canada, whose fisheries embrace one-half of the whole area covered by the defunct treaty of reciprocity.

From this point of view the seemingly certain success, at an early date, of some scheme of provincial confederation, affords us solid ground of gratulation. With a strong central Government to deal with, instead of a series of petty Governments, the task of negotiation will be comparatively easy, and the fishery question, as a part of the large question of reciprocity, will admit of peaceful and we hope mutually satisfactory settlement. It is already understood that the Canadian Government is endeavoring to divest the fishery complication of some of its dangers, and we look for the application of the same wise and friendly spirit to the affairs of all the Provinces as one of the earliest advantages of the forthcoming Confederation.

THE CITY RAILROAD PROJECTS.—We print elsewhere one of the most prominent of the many plans for railroads in this City now before the Legislature. This bill proposes an underground, a surface, and an elevated track from the Battery to Central Park, to be built not upon existing streets, but upon property bought for the purpose in the centre of blocks adjoining Broadway. The projectors believe that by so doing they will avoid all annoyance to existing travel, provide an unobstructed track, with covered depots, as it were, at every corner, and finally make a road that can be operated much more to public satisfaction than any yet built or proposed. We do not undertake to decide what scheme of the many already under discussion is the best, but we do insist, on behalf of the people, that some one giving fair prospect of success should be agreed upon. We must have facilities for getting up or down town much greater than are now afforded. Give us the best plan, and that speedily.

THE RECOVERED MARCH OF THE CHOLERA.—The cholera is said to have made its appearance in several districts of Germany—a warning to us we can hardly hope to escape the scourge. The large tide of emigration from German ports alone presents a source of danger which warns us to be vigilant. In less than a month we shall have warm weather. In two months we shall be close on the dog-days. Our Health Commission is bravely at work. Let it be strongly encouraged in its task, which must be an ungracious one. And above all, let the full power of the Board be put forth to make short work with established nuisances. The public will uphold the Commission in taking the most vigorous measures to abate the superabounding abominations which have so long been winked at under municipal misrule.

THE "ALBION."—Mr. YOUNG, who has been for many years the editor and principal proprietor of the *Albion* newspaper in this City, announces his retirement in the last issue of that journal. If so, far as the *Albion* aimed to be a political organ, its opinions were comparatively a matter of indifference to American readers. During the war its temper and disposition were what might have been expected from an English journal, except that Mr. YOUNG, naturally a courteous gentleman, and familiar, moreover, with American affairs and American party warfare, was less disposed to foment discord between Great Britain and the United States, and was able, as a general thing, to talk more intelligently, if not more discreetly, than most of his Cockney cotemporaries. But whatever character the *Albion* has established for itself is one distinct from political discussions or party organship. It has been prized as a journal containing fair criticisms in literature and art, and distinguished for the good taste and industry apparent in the columns devoted to selections. It will be fortunate for the new proprietor, who has been associated with the retiring editor, and has no inconsiderable experience, if he finds an associate able to fill the place of Mr. YOUNG. We have pleasure in wishing the *Albion* success.

NEW BOOKS.

BROKEN TO HARNESS. A Story of English Domestic Life. By EDMUND YATES. Boston: LORING.

Mr. YATES belongs to that class of English writers of which GEORGE AUGUSTUS SALA probably stands among us as the most prominent representative. It is to be said in Mr. YATES' favor that he never visited this country, as did Mr. SALA, with the deliberate purpose of vilifying the American people and their institutions, and, therefore, the public will receive his productions without prejudice. In *Broken to Harness*, which originally appeared as a serial in *Temple Bar*, of which Mr. YATES was for some time the editor, we have a vigorous story of English life. Anonyma, the female of doubtful reputation, whom the London *Times* made famous several years ago, is represented by Kate Mellon, one of the heroines. Mr. YATES sketches her as a woman of generous and noble impulses, and of the purest character, but whether the characterization is true to life is an open question. Strange as it may seem, she is not the one who is finally "broken to harness," but Barbara Lexden, who becomes the wife of Frank Churchill, a model editor, meets with that fate, which will doubtless disgust all young ladies who may read the volume. Alice, the companion heroine to Barbara Lexden, is very naturally described; in fact she is just such a character as may any day be met with in fashionable circles. Incapable of very strong affection, she willingly complies with her father's wishes in marrying Mr. Schroder, an elderly German merchant of the dull and heavy type, who dies off in convenient season to allow the young widow to marry Capt. Lyster, an old admirer, who has remained faithful in hopes of such an event. Various other characters little less prominent than these play their parts, and are very skilfully handled. A combination of intrigue and counter-intrigue, sketches of the London Clubs and of the life of the fast young men of England in this Nineteenth Century, make up the staple of the story. Mr. YATES writes with a free, dashing and sketchy pen, and, in a manner which shows that he is thoroughly and practically familiar with the scenes he describes.

ST. MARTIN'S SUMMER. By ANNE H. M. BREWSTER. Boston: TICKNOR & FIELDS.

It is difficult to decide just where this book should be classed. Purporting to give sketches of life in Southern Italy, chiefly, during "St. Martin's Summer," it cannot be called a book of travels, for there is in it too much of talk upon art, spiritualism, &c., &c., which, although not entirely irrelevant, is much of it without point, and now and then verges upon vapidity. The every day talk of three or four ladies, for it is to the doings of a trio of the fair sex that the book is mainly devoted, is not likely to sparkle with brilliancy, especially when there is no flint in the way of a positive and self-possessed representative of the opposite gender, upon which it may now and then strike fire. Nor is the work a "love story." Toward the close of it a thin thread of romance makes its appearance; but the only marriage that takes place has little to do with the narrative, if it is fair to apply that term to these sketches; and the book ends, leaving its characters in mid-ocean, and without any attempt to solve the mystery hanging over their fate, which may be well enough since it is possible that they are now moving among us. The authoress verges upon pedantry now and then in the freedom with which she airs her knowledge of German and French; but then she kindly translates most of the interjected sentences in the language first-named. One chapter is devoted to an account of an interview between "Mr. H——," (which means Mr. HOWE,) the spiritist, and "Mr. B——, the distinguished American poet, now (1858) in Naples." As nothing whatever worth noting transpired at this interview, and since its only remarkable result was the fact that it furnished the occasion for a commonplace chat between the three ladies named upon the subject of dreams, it will perhaps be inferred that the book develops no very exciting incident. Still its style is easy and flowing, and by judicious skipping, it is possible to finish its perusal without weariness.

THE CRITERION, OR THE TEST OF TALK ABOUT FAMILIAR THINGS. A series of essays. By HENRY T. TUCKERMAN. New-York: HURD & HOUGHTON.

A genuine and pure love for literary pursuits such as moves few American writers, and to which "circumstances" permit hardly any who have the desire to yield, has actuated Mr. TUCKERMAN throughout the whole of his career, which has been long and eminently honorable. He has devoted his life to study from no selfish motives, but with the earnest desire to develop and elevate the literary taste of the people, and for nearly a quarter of a century he has been a favorite and prominent contributor to magazines and literary journals. His *Thoughts on the Poets; Characteristics of Literature; Optimist*, and *Biographical Essays*, all bear the most emphatic testimony to his ripe culture as a scholar, and in the *Criterion* we have a volume which forms an honorable addition to the list of his works. Its only introduction is found upon the title page, and that is, in fact, all that the volume needs, for it is composed of a series of essays, with which the public is to a certain extent already familiar—not so much so, however, as to prevent it from welcoming them as they are here gathered together in a permanent and attractive form. Inns, authors, pictures, doctors, holidays, lawyers, sepulchres, actors, newspapers, preachers, statues and bridges, are here discoursed of in a delightfully genial manner, and around all these topics cluster allusions which give the reader a glimpse at the wide range of the author's studies, and show how completely he has his resources at command. Those seeking for sensational reading need not take up the *Criterion* expecting to find therein anything to gratify their tastes; but lovers of a pure and healthful literature will welcome it as a most acceptable addition to their tables and libraries. The publishers deserve credit for the elegant style in which they have performed their part of the work.

GEOLOGICAL SKETCHES. By L. AGASSIZ. Boston: TICKNOR & FIELDS.

Prof. AGASSIZ aptly describes the articles collected in this volume as "familiar talks on scientific subjects rather than scientific papers." He seems to fear lest the fact that they retain something of the familiarity induced by the personal relation of a lecturer to his audience may detract from their value; but it is this very characteristic that gained the papers such popularity as they appeared in the *Atlantic Monthly*, and which will secure for this volume thousands of readers. Nearly all our prominent scientific men, and when half a dozen names are mentioned the list would be practically complete, seriously mistake when they take it for granted, as most of them seem to do, that by attempting to make clear to the comprehension of the people theories with which they are themselves so familiar, they step out of their proper sphere and in effect degrade the subjects they discuss. More of this very mode of dealing with these topics is precisely what is needed to make science popular, and while some who may be classed as "orthodox" scientists, criticise severely the theories advanced by Prof. AGASSIZ, it is as well for them to understand that, unless they follow his example and meet him upon the ground where he has ventured in these geological sketches, they will find that the theories he advocates will gain a hold upon the popular mind that it will be almost impossible to loosen. The three concluding chapters of this work have special reference to the geological significance of glaciers, and the public will be interested in the announcement made in the preface that the Professor will follow them in a future volume by a number of articles showing the former extension of glaciers on this continent, as well as in Europe, and giving at some length the history of their retreat.

POEMS. By Mrs. ANNA MARIA SPAULDING. New-York: JAMES MILLER.

In the preface the author fairly comes to to the Confessional and disarms all criticism. She frankly states that "many of the pieces were composed at an early age, a number of which would have been excluded" had the arrangement been entirely her own; she pleads that "the simple expressions of a heart's warm impulses do not aspire to be classed with master-pieces of intellect;" and then, with a touch of melancholy the meaning of which the public is left to divine, she adds: "Why these pieces appear in this form I scarcely know. In girlish days I shrank from seeming to blend my untrained voice in the proud song of America's gifted ones. Prophetic promises (now seemingly false) floated to me from the future, of maturer life, of riper intellectual powers. Since those promises allure no longer, and 'heart and strength have failed' me in early womanhood, I part with the dream of fame, seeking only to realize the sweeter hope of leaving some tangible proof of my presence in friendly hearts and homes, when my life shall be folded way in invisibility." The poems are classified as "patriotic," "idyls of home," "episodes," "songs of the heart," "leaves for the little ones," and "a miscellany." Some of them give evidence that the author possesses genuine poetic feeling; but those written with the least aiming after effect are, without exception, the best, because they are the simplest and most natural.

UNTO THIS LAST: Four Essays on the first principles of Political Economy. By JOHN RUSKIN. 12mo. pp. 132. JOHN WILEY & SON, New-York.

This book, which is a reproduction of some contributions by Mr. RUSKIN to the London Cornhill *Magazine*, is ably written, although the impression created by a perusal is that the author's theories are less practical than brilliant. There has always been and we suppose always will be a *quasi* contest between the abstract rights or aspirations of the masses, and those in whose hands the guiding power whether in the shape of personal command or the possession of capital rests. The book before us aims to discuss the capital and labor question from different points of view to that of Mr. MILL. He assumes for instance that the idea of the value of labor is wrongly understood, and that personal character is an element in settling its productive power. "Given an equal quantity of energy and sense of master and servant, and the greatest material result obtainable by them will be, not through antagonism with each other, but through affection for each other." In short, the book is an attempt to ameliorate society by enforcing a standard of justice and morals in the guidance of business affairs, or in other words, to prove that mutual kindnesses and wants are the proper aim of trade, instead of the law of selfishness which some political economists assert to be the real basis of transactions between man and man. The essays are clever, and if not convincing, will well repay a careful reading.

CHERRY AND VIOLET. A TALE OF THE GREAT PLAGUE. By the author of "Mary Powell." New-York: M. W. DODD.

The source whence this book comes is sufficient to secure it a cordial welcome from the American public. A number of years ago the *Maiden and Married Life of Mary Powell* was published here, and was so well received that it has been a matter for surprise that the subsequent works by the same author did not follow it. In fact, one or two of them have been announced from time to time, but *Cherry and Violet* is the first to put in an actual appearance. The name itself is an excellent and appropriate introduction to the charming story told in this little volume, for although it purports to be a tale of the great plague, disease and sickness do not form its staple, but are only the centre, about which the incidents cluster. The moral tone of the work is not only unexceptionable but excellent, and positively so; its style is simple almost to quaintness, and the story itself is told with charming naturalness. Admirers of this class of literature will be glad to hear that the *Maiden and Married Life of Mary Powell* will be issued early this month, and that the *Household of Sir Thomas More, Colloquies of Edward Osborne, &c.*, by the same favorite author, will follow at short intervals. Typographically and as regards external appearance the work is beautifully produced.

A TEXT-BOOK OF CHEMISTRY. For the use of Schools and Colleges. By HENRY DRAPER, M. D. With more than 200 illustrations. New-York: HARPER & BROTHERS.

Dr. DRAPER has done an important service in preparing this text-book on chemistry. It embodies the valuable parts of the work on the same subject published by his distinguished father twenty years ago, of the substantial merits of which no better proof need be given than the fact that it passed through more than forty editions. During the last few years, however, important advances have been made in this branch of science, and Prof. DRAPER, who has gained an honorable and extensive reputation as Professor adjunct of Chemistry and Natural History in the New-York University is, of course, admirably fitted, from his practical experience, to adapt this work to the wants of students at the present time. This he has done by remodeling it thoroughly, and by adding to it one hundred pages, as well as by incorporating in it a considerable number of new illustrations. The Professor has also aimed to state the facts he desired to present in plain language, and in this he has succeeded admirably. None but a teacher can realize the importance of this point, and none other, certainly, is likely to reach it.

LAUS DOMINO. A new collection of Motetts, Anthems and Chorales, selected, adapted and composed by GEORGE LEACH. New-York: W. A. POND & CO., 547 Broadway. J. T. GORDON.

This collection of church music is intended as a companion to the *Church and Home*, which has already been noticed in our columns. The selections in this book are mainly beautiful, although not so difficult of execution as those in the work just named. There are some gems from MENDELSSOHN and SCHUBERTH that alone would make the book of great value. Mr. LEACH has a peculiar faculty for adaptation, and he has given full scope to his power in this work. His own compositions are very delicate, and appeal to the devotional feelings of any one who sings them. There are also in this collection many compositions that have never before appeared in print, that will be fully appreciated by all who have a love of sacred music, and many of the selections are peculiarly suitable for the home circle. The list of composers comprises the names of Mendelssohn, Kreutzer, Schuberth, Glück, Weber, Novello, Beethoven, Rooke, Rossini, Tomer, Boyce, Mozart, Kneken, Mahul, and several of our resident composers, among whom are Timm, Howe, George and Stephen W. Leach.

AN EIRENICON, IN A LETTER BY THE AUTHOR OF "THE CHRISTIAN YEAR." By E. B. PUSEY, D. D. New-York: D. APPLETON & CO.

Theologians who are watching the progress of the controversy in the Church of England will understand the character of this work from its title. The sensation which the letter created when it first appeared in England, and the rejoinders it has provoked, give sufficient evidence of Dr. PUSEY's power as a controversialist, and of the weight attached to his utterances.

ST. MARTIN'S EVE. By Mrs. HENRY WOOD. 8vo. pp. 327. T. B. PETERSON & BROTHERS.

This is the last, but not the least interesting, of Mrs. WOOD's always readable novels.

THE GRAHAMES. A Novel. By Mrs. TRAFFORD WHITEHEAD. 12mo. pp. 382. American News Company.

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OFFICE OF BUNKER HILL PETROLEUM COMPANY.

NO. 155 BROADWAY.

NEW-YORK, March 20, 1866.

NOTICE.—A Special Meeting of the Stockholders of the Bunker Hill Petroleum Company will be held on WEDNESDAY, April 4, 1866, at 11 o'clock A. M., at the office of the Company, No. 155 Broadway, New-York, at which meeting the subject of raising money by mortgage to meet the liabilities of the Company; selling and disposing of the property of the Company for the same purpose and of dissolving this Company, will be considered, and also to transact such other business as may properly come before such meeting. Parties unable to attend the meeting are requested to send their proxies to the President or Secretary of the Company with their wishes as to the foregoing matters, and authorizing them to act at said meeting. Transfer books will be closed from March 29, 1866, to April 4, 1866, inclusive. W. H. Brown, V. P. Chas. S. Allen, Secretary. W. Baker, John W. Blanchman, James Brown, L. C. Coe, B. F. Chatfield, S. M. Buckingham, Directors.

FITHOLE CREEK PETROLEUM COMPANY,

OFFICE 71 BROADWAY, NEW-YORK, March 26, 1866.

I HEREBY FOLLOWING to be an extract from the by-laws of the Pithole Creek Petroleum Company:

"ART. 1, SEC. 1. All meetings of stockholders shall be held at the office of the Company, in the City of New-York, and the annual meeting for the election of Trustees shall be held the fourth Wednesday of May in each year, at 12 o'clock, noon, and the polls shall be kept open one hour. If from any cause an election shall not be held on the day above designated, it may be held on any subsequent day to be fixed by the Board of Trustees."

The annual meeting of the Stockholders of the Pithole Creek Petroleum Company for the election of Trustees for the ensuing year will be held at the office of the Company, No. 19 Broadway, at 12 o'clock, noon, on the 23d day of May, 1866. The transfer books will be closed and the Company will be closed from the 19th to the 23d May, inclusive.

By order. CHAS. B. BOSTWICK, Secretary.

OFFICE OF THE AMERICAN OIL AND MINING COMPANY, No. 22 William-st., New-York, March 26, 1866.

—To the Stockholders of the American Oil Mining Company: A notice is hereby given that a meeting of the stockholders of the above-named Company is hereby called, to be held at the office of said Company, at No. 22 William-st. in the City of New-York, on WEDNESDAY, the 2d day of April, 1866, at 3 o'clock P. M. of that day, at which meeting it will be proposed to diminish the capital stock of said Company from $1,500,000 to $750,000. By order of the Board of Trustees, JAMES WEBBINS, AUGUSTUS SCHELL, BENJAMIN NATHAN, a majority of the Trustees.

E. R. COCKERIL, Secretary.

Dated New-York, March 10, 1866.

A SPECIAL MEETING OF THE STOCKHOLDERS OF THE NEW-YORK GOLD MINING COMPANY OF COLORADO will be held at the office of said Company, No. 78 Broadway, in the City of New-York, on the 8th day of April next, at 12 o'clock noon, for the purpose of receiving a statement of the affairs of said Company, and providing the means of liquidating its present indebtedness.

The transfer books will be closed from the 31st inst. to the 10th of April inclusive. By order of the Board.

JOHN H. ROLSTON, Secretary. No. 80 Broadway, New-York, March 27, 1866.

MISSISSIPPI AND MISSOURI RAILROAD COMPANY.—The Trustees, under the first mortgage of the Mississippi and Missouri Railroad Company, at the request of a majority of the holders of the bonds issued under said mortgages, having commenced proceedings for the foreclosure of said mortgages, hereby give notice to such parties who have not yet deposited their bonds and stock, to deposit the same without delay with the Union Trust Company, of this City, that they may participate in the arrangement for the sale of said road and franchises.

GEO. W. STANTON, JR.,
JOHN ELLIOTT,
BLAKELY WILSON, } Committee.

NEW-YORK, March 19, 1866.

THE ANNUAL MEETING OF STOCKHOLDERS of the FLINT STEEL RIVER MINING COMPANY will be held at the Company's office, No. 157 Broadway, on TUESDAY, April 3, 1866, at 12 o'clock P. M., for the election of Directors and transaction of such other business as may come before the meeting.

Transfer books closed from 19th instant to 3d proximo, both days inclusive.

FRANK K. McCULLY, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, CHICAGO, Ill., March 1, 1866.

NOTICE TO STOCKS AND BONDHOLDERS.—Notice is hereby given to the stockholders of the Chicago and Alton Railroad Company, that the annual meeting of said Company for the election of three Directors, as required by the amended charter, and transaction of other business, will be held at the office of the Company, in Chicago, Ill., on MONDAY, the 2d day of April next, at 10 o'clock A. M.

The transfer books will be closed at the close of business hours March 22, and opened April 3 next.

W. M. LARABEE, Secretary.

OFFICE OF THE ST. LOUIS, JACKSONVILLE AND CHICAGO RAILROAD COMPANY.

JACKSONVILLE, Ill., March 17, 1866.

COUPONS OF THE FIRST MORTGAGE BONDS of the ST. LOUIS, JACKSONVILLE AND CHICAGO RAILROAD COMPANY, due April 1, 1866, will be paid on and after that date at the office of Messrs. M. K. Jesup & Co., No. 84 Broadway, New-York, free of Government tax. JAMES BERDAN, Treasurer.

OFFICE OF THE ST. NICHOLAS INSURANCE COMPANY, No. 195 BROADWAY,

NEW-YORK, March 24, 1866.

ELECTION.—AN ELECTION FOR DIRECTORS of this Company, and Inspectors of the next election, will be held at this office on TUESDAY, April 10, 1866, between the hours of 11 and 12 o'clock A. M.

By order of the Board.

JOHN J. SEARING, Secretary.

OFFICE CHICAGO AND GREAT EASTERN RAILWAY CO., No. 27 WILLIAM-ST.,

NEW-YORK, March 27, 1866.

THE INTEREST COUPONS OF THE First Mortgage Bonds of the Chicago and Great Eastern Railway Company, due April 1, will be paid on presentation at the office of the Company, No. 27 William-st., New-York, on and after that date.

AMOS TENNEY, Secretary.

OFFICE OF THE NATIONAL LIFE AND TRAVELER'S INSURANCE COMPANY, No. 243 BROADWAY,

NEW YORK, March 26, 1866.

THE ANNUAL MEETING OF THE stockholders of this Company, for the election of a Board of Directors, for the ensuing year, will be held at this office on MONDAY, April 2 from 12 till 1 o'clock P. M. ASHER B. MILLS, Secretary.

OFFICE OF THE CHICAGO AND ALTON R. R. CO., CHICAGO, ILL., March 21, 1866.

COUPONS OF THE INCOME BONDS OF the Chicago and Alton Railroad Company, due April 1, 1866, will be paid on and after that date at the office of Messrs. M. K. JESUP & CO., No. 84 Broadway, New-York, free Government tax.

WM. M. LARRABEE, Treasurer.

$75,000 TO LOAN ON BOND AND mortgage on first-class property in this City, in different amounts. Apply to JOHN T. IRVING, No. 34 Pine-st., third floor.

COMMISSIONER FOR MASSACHUSETTS and other States.—No. 1 Beekman-st. Room No. 5, Livingston Fire Insurance Building.

FINANCIAL.

UNION TRUST COMPANY

OF NEW-YORK.

NO. 73 BROADWAY, CORNER REMSEN-ST.

CAPITAL.....$1,000,000

INTEREST ALLOWED ON DEPOSITS, which may be withdrawn at any time.

THIS COMPANY is authorized to act as receiver, executor, trustee for married women, guardian for infants, and generally to execute all legal trusts.

IT IS A LEGAL DEPOSITORY for money paid into court. It will take charge of and manage the estates of persons going abroad or who do not desire to give their personal attention to business.

ISAAC H. FROTHINGHAM, President.

A. V. STOUT, JOHN V. L. PRUYN, Vice-Presidents.
W. F. ALDRICH, Secretary.

TRUSTEES:

A. A. LOW.	DAVID DOWS.
S. G. WHEELER, Jr.	ISAAC BELL.
W. R. TRAVERS.	FRANCIS SKIDDY.
HORACE F. CLARK.	DANIEL DEVLIN.
J. S. JOHNSTON.	HENRY E. DAVIES.
J. M. WATERBURY.	HENRY K. BOGERT.
FREEMAN CLARKE.	C. H. WESLEY.
AMASA J. PARKER.	GEORGE W. QUYLER.
CHARLES DENNISON.	JAMES M. MORGAN.
JAMES M. HOWELL.	TIMOTHY C. DWIGHT.
AUGUSTUS SCHELL.	JAMES FORSYTH.
JOHN E. DEVLIN.	J. W. FREEMAN.
WM. F. RUSSELL.	WM. WHITEWRIGHT, Jr.

BOOKSTAVER, THAYER & SLOSSON,

BANKERS AND BROKERS,

NO. 57 BROADWAY, NEW-YORK.

Particular care and attention given to the purchase and sale of the following securities:

American Express stock.	American Telegraph stock.
Adams Express stock.	Russian American Telegraph stock.
United States Express stock.	graph stock.
Wells, Fargo & Co's stock.	Inverlited Telegraph stock.
National Express stock.	Bank, Insurance, City Rail-
National Bankers' Express stock.	road stocks, &c.
Western Union Telegraph stock.	Petroleum and Mining stocks.
United States Telegraph stock.	National, State, Town and County bonds.

GOLD AND SILVER BOUGHT AND SOLD. COUPONS COLLECTED.

REFERENCE,

American Exchange National Bank, New-York.

CENTRAL PACIFIC RAILROAD

STATE AID BONDS

Interest at the rate of

SEVEN PER CENT. PER ANNUM,

IN GOLD.

Payable semi-annually,

Guaranteed and paid by the

STATE OF CALIFORNIA.

The bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State line, forming part of the GREAT PACIFIC RAILROAD ROUTE ADOPTED and AIDED by the UNITED STATES GOVERNMENT. They are further secured by a SINKING FUND by the State of 5 per cent. per annum from the earnings of the road, and PLEDGED FOR THEIR REDEMPTION. They are a first-class security in every respect, and a limited amount will be offered upon favorable terms. A DESIRABLE and DESIRABLE INVESTMENT. For further particulars inquire at our office, No. 5 Nassau-st.

MUNN & HATCH, BANKERS.

OFFICE OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, No. 8 WALL-ST., NEW-YORK, March 27, 1866.

AT A MEETING OF THE BOARD OF Directors of this Company, held at their office THIS DAY, the resignation of

MR. H. H. BOODY

as Financial and Transfer Agent was accepted, and

MR. A. L. FRITCHARD,

of Wisconsin, was appointed Treasurer and Transfer Agent, to reside in the City of New-York, to take effect April 2, 1866.

JAMES K. YOUNG, Secretary.

MANGAM & TALLMADGE,

BANKERS,

NO. 40 WALL-ST.

DEALERS IN GOVERNMENT STOCKS,

BONDS AND GOLD BOUGHT AND SOLD ON COMMISSION.

INTEREST ALLOWED ON DAILY BALANCES, SUBJECT TO CHECK AT SIGHT.

FOR SALE,

AMERICAN EXPRESS STOCK,
UNITED STATES EXPRESS STOCK,
NATIONAL BANKERS' EXPRESS STOCK,
ADAMS EXPRESS STOCK,
AMERICAN TELEGRAPH,
BANKERS' AND BROKERS' TELEGRAPH.

Apply to

GEO. C. DUNBAR, No. 46 Pine-st.,
Dealer in Telegraph and Express Stocks.

JOHN MUNROE & CO.,

AMERICAN BANKERS,

HAVE REMOVED FROM

NO. 5 RUE DE LA PAIX

TO

NO. 7 RUE SCRIBE, PARIS.

JOHN MUNROE & CO.,

AMERICAN BANKERS,

No. 7 Rue Scribe, Paris,

and

No. 8 Wall-st., New-York,

issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

GRENVILLE WINTHROP. EUGENE WINTHROP

GRENVILLE WINTHROP & CO.,

NO. 45 EXCHANGE-PLACE, NEW-YORK.

FOREIGN EXCHANGE, GOLD, SECURITIES, PAPER, &c.

BANKER'S, COMMERCIAL AND DOCUMENTARY BILLS bought and sold on commission.

SAMUEL B. HARD

BANKER AND BROKER,

No. 40 EXCHANGE-PLACE,

Corner New-st., New-York.

GOVERNMENT BONDS, RAILROAD STOCKS, &c., Bought and sold on Commission.

Interest allowed on deposits, subject to draft at sight.

BROWN BROTHERS & CO.,

NO. 56 WALL-ST.,

ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD.

WANTED.

UNITED STATES TELEGRAPH STOCK.
WESTERN UNION TELEGRAPH,
WELLS, FARGO & CO.'S EXPRESS,
FARM MORTGAGE BONDS,
AND
UNCURRENT SECURITIES
OF EVERY DESCRIPTION
Not sold at the Stock Exchange. Apply to
GEO. C. DUNBAR, No. 46 Pine-st.

MOWRY, KEYS & BEND,

BANKERS AND BROKERS,

NO. 5 NEW-ST.,

Give particular attention to purchase and sale of Stocks, Bonds, Government Securities and Gold. Accounts of Banks, Bankers and Merchants received and interest allowed on daily balances.

T. MOWRY,
Late President Third National Bank, Cincinnati.
L. R. KEYS,
R. W. KEYES,
Of Keys & Brother, Cincinnati.
GEO. H. BEND,
Late of Henry Clews & Co.

OFFICE OF THE CHICAGO AND ALTON R. R. CO., No. 58 BROADWAY,

NEW-YORK, March 23, 1866.

CHICAGO AND ALTON RAILROAD FIRST MORTGAGE SINKING FUND BONDS.—Notice is hereby given that on and after this day designated by lot, eighteen bonds, numbered as follows: 411, 86, 437, 273, 376, 228, 362, 334, 87, 507, 393, 417, 434, 49, 503, 324, 331, 128, of one thousand dollars each, for redemption.

According to the terms of the mortgage interest thereon will cease MAY 1, 1866. The undersigned are ready to pay them, with interest so far as accrued, on presentation and surrender.

S. TILDEN, No. 12 Wall-st.,
L. H. MEYER, No. 46 Exchange-place,
Trustees.

OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 WALL-ST., NEW-YORK, March 31, 1866.

COUPONS DUE APRIL 1, 1866, FROM the Equipment Bonds of this Company will be paid on presentation at this office on and after April 2.

JAMES K. YOUNG, Secretary.

CITY TREASURER'S OFFICE,

SAVANNAH, GA., March 29, 1866.

IN ACCORDANCE WITH AN ORDINance passed by the City Council, January 29, 1866, for the purpose of funding the Coupons of the City Bonds, which fall due previous to the first day of January, 1866, Bonds of the aggregate amount of One Hundred, One Hundred, and Five Hundred Dollars ($100, $300 and $500) have been prepared and are now ready to be issued at the office of the City Treasurer, in Savannah. These bonds have twenty years to run, bear seven per cent. interest, and the Coupons are payable semi-annually in the city of New-York. Those Bonds, for which Coupons are funded before the first day of May, 1866, will bear interest from the first day of January last.

(Signed) E. T. GIBSON, City Treasurer.

DUNCAN, SHERMAN & CO., will make the exchange without charge.

NOTICE.—THE ANNUAL MEETING OF THE stockholders of the PIONEER IRON COMPANY will be held at the office of the Company, No. 79 Wall-st., in the City of New-York, on the 17th day of April, 1866, at 1 o'clock P. M., for the election of Directors, and for such other business as may come before the meeting. Transfer books are closed by order of the Board of Directors from the 20th day of March inst., and will remain closed until after the said annual meeting is held. By order of the Board.

HENRY BALDWIN, Secretary.

OFFICE OF THE CLEVELAND AND PITTSBURGH RAILROAD CO., CLEVELAND, March 24, 1866.

THE TRANSFER BOOKS OF THE CLEVELAND AND PITTSBURGH RAILROAD COMPANY will be closed on WEDNESDAY, March 28, and will be reopened on MONDAY, April 2, at the office of Winslow, Lanier & Co., No. 52 Wall-st., New-York.

GEO. A. INGERSOLL, Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY, TONTINE BUILDINGS, No. 88 WALL-ST.,

NEW-YORK, March 19, 1866.

THE ANNUAL ELECTION FOR THIRTEEN Directors of the Panama Railroad Company will be held at the office of the Company, No. 88 Wall-st. (Tontine Buildings), on MONDAY, the 2d day of April next. The polls will open at 12 M., and close at 1 P. M.

JOS. F. JOY, Secretary.

$14,000.—LOAN WANTED AT 7 PER cent. for one year.—Hudson County (Jersey City) 20 year 7 per cent. coupon bonds, with satisfactory margin, as collateral. Address H. & K. Box No. 2,4,99, Post-office, New-York. Loan may be divided into smaller sums.

NEW-YORK AND NEW-HAVEN RAILROAD COMPANY.—The interest due on the mortgage bonds of this Company, April 1, 1866, will be paid on and after MONDAY, April 2, from 10 till 1 o'clock at the office of the Company, or at the National Bank of the Republic, corner of Wall-st. and Broadway. W. BEMENT, Treasurer.

NOTICE.—THE COUPONS OF THE BONDS ON the Union Hotel property, Saratoga Springs, due April 1, 1866, will be paid at the Ocean National Bank, New-York. LELAND BROTHERS.

OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 WALL-ST., NEW-YORK, March 31, 1866.

COUPONS DUE APRIL 1, 1866, FROM the Equipment Bonds of this Company will be paid on presentation at this office on and after April 2.

JAMES K. YOUNG, Secretary.

NEW SCRANTON COAL-YARD, 59 CHERry-st., near Roosevelt.—Egg size or stove, at boats, $6 75; yard, $7 50; del'd, $8 25. JOHN BAGLEY, Prop.

FINANCIAL.

HENRY A. BOSTWICK,

No. 19 NEW-ST.,

GOVERNMENT SECURITIES, GOLD,

RAILWAY AND PETROLEUM STOCKS,

DEALT IN ON COMMISSION.

THE COUPONS OF THE BONDS OF the Atlantic and Great Western Railway, due on the 1st April, will be paid at the office of McANDREW & WANN, No. 13 Pine-st.

COPARTNERSHIP NOTICES.

NEW-YORK, April 1, 1866.

WE, THE UNDERSIGNED, HAVE this day entered into copartnership for the carrying on the House Furnishing Hardware business at the old place, formerly the firm of SANDFORD & FYFE, No. 213 Pearl-st. and No. 1,124 Broadway, under the firm of SANDFORD BROTHERS.

JOSEPH W. SANDFORD,
WILLIAM M. SANDFORD.

THE PARTNERSHIP HERETOFORE existing between BENJAMIN BUTLER, of this City, and H. FRANKLE, of Shelbyville, Tenn., under the firm of BUTLER & FRANKLE, is hereby mutually dissolved, Mr. FRANKLE retaining the business, which will be carried on under style of H. FRANKLE. All claims due the former firm will be settled by H. FRANKLE, Shelbyville, Tenn.

NEW SCRANTON COAL-YARD, 59 CHERry-st., near Roosevelt.—Egg size or stove, at boats, $6 75; yard, $7 25; del'd, $8 00. JOHN BAGLEY, Prop.

AUCTION SALES.

AUCTION SALE

OF

12,000 TO 20,000 TONS SCRANTON COAL,

APRIL 4, 1866.

NEW-YORK, March 26, 1866.

The Delaware, Lackawanna and Western Railroad Company will hold their thirty-fifth auction sale of coal on WEDNESDAY, the 4th day of April, 1866, at 12 o'clock noon, at their new salesroom, No. 26 Exchange-place, corner of William-st., New-York, at which time they will sell, in Market Yard in said city, by auctioneers,

15,000 TO 20,000 TONS OF PRIME MIXED SCRANTON COAL,

of the usual sizes, delivered at the above depot, Elizabethport, N. J., during the month of April next.

The sale will be positive. Each lot put up will be sold to the highest bidder. No bids in any form whatever, nothing made for effect of or on behalf of the Company. The conditions will be fully made known at the time of sale.

Terms—Fifty cents per ton, in current funds, payable on the day of sale, and the balance, with the Government tax of seven cents per ton, in current funds, within ten days thereafter, at the office of the Company.

JOHN BRISBIN, President.

MORRIS WILKINS, Auctioneer.

EXECUTOR'S SALE OF STOCKS AND BONDS.

R. H. LUDLOW & CO. will sell at auction on TUESDAY, April 3, 1866, at 12½ o'clock, at the Exchange Salesroom, No. 111 Broadway, by order of the Executor of Lewis Phoenix, deceased:

150 shares New-York Central Railroad, par $100.
200 shares New-Jersey Railroad and Transportation Company, par $100.
210 shares Morris and Essex Railroad, par $50.
26 bonds New-Jersey Railroad and Transportation Company, 6 per cent., $1,000 each.
23 bonds Delaware, 1880, 7 per cent., $1,000 each.
10 mortgage bonds Hudson River Railroad, 1870, 7 per cent., $1,000 each.
1 bond New-York City Soldiers' Bounty and Redemption, 1872, 6 per cent., $3,000.

JOHN L. VANDEWATER, Auctioneer.

DISBROW'S HORSE AND CARRIAGE BAZAAR,

No. 100 Liberty-st.

Regular sales of horses, carriages, &c., on TUESDAYS and FRIDAYS at 1 P. M.

HENRY H. LEEDS, Auctioneer.

HENRY H. LEEDS & MINER WILL SELL by auction on the EVENING of FRIDAY, April 6, at 7½ o'clock, at the old Dusseldorf Gallery, No. 548 Broadway, next door below Tiffany & Co.'s, a superb collection of oil paintings, belonging entirely to one of our first connoisseurs, selected by him without regard to expense, and embracing works of the most eminent modern schools, sold in consequence of the owner leaving for Europe, consisting in part of the following celebrated artists:

An assortment painting by P. P. Rubens.

Guerino,	Vernet,	Carlo Maratti,
Gaddo,	Ver Boom,	Bacarel,
Schweichardt,	D. Fonsaga,	Dec. Hagen,
Velasquez,	Schneider,	Otho Marcone,
Orlendo,	Van Huysdan,	Giroli,
Secretatsen,	Zeng,	Albono,
Paul Veronese,	Bellieri,	Rosalba,
Singelton,	Menge,	Rosade Tivoli.

And others of the modern school, elegant specimens of Lafayre, pupil of Meissonier.

Van Kuyck, Claye,
Hays, of London, Desharve, Morin,
David Cox, London, Lapierre, and others.

They will be on exhibition on and after MONDAY, 2d of April, as above, free, and two evenings before the sale.

MORRIS WILKINS, Auctioneer.

VALUABLE PROPERTY ON PARK-PLACE NEAR BROADWAY, AT AUCTION.—R. H. LUDLOW & CO. will sell at auction on TUESDAY, April 3, 1866, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, New-York:

PARK-PLACE—The valuable lot of ground, with the three-story and attic brick building thereon, No. 14 Park-place, on the southerly side, about 225 feet west of Broadway. Lot 23 feet 2 inches front, 22 feet 5 inches rear, by 75 feet in depth; in the midst of first-class handsome store improvements.

Terms of sale—10 per cent. and auctioneer's fees on day of sale; balance on the delivery of the deed, on or before the 20th day of April, 1866. Possession will be given on the 1st of May.

Maps, &c., at the office of the auctioneers.

E. H. LUDLOW & CO., No. 3 Pine-st.,

MORRIS WILKINS, Auctioneer.

POSITIVE SALE BY ORDER OF THE Supreme Court, under the direction of CHARLES A. PEABODY, Esq., Referee in partition, of one Broadway, between Fulton and Ann sts., E. H. LUDLOW & CO. will sell at auction, on TUESDAY, April 3, 1866, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, New-York:

BROADWAY.—The valuable plot of ground on the easterly side of Broadway, between Fulton and Ann sts., together with the plot in the rear, running through and fronting on Lodge-place, 89 feet 7 inches front on Broadway, and about 146 feet 6 inches in depth. Maps &c. at the office of the auctioneers.

E. H. LUDLOW & CO., No. 3 Pine-st.

STEPHEN CARRELEYOU, Attorney.

HENRY H. LEEDS, Auctioneer.

HENRY H. LEEDS & MINER WILL sell by auction, on THURSDAY EVENING, April 5, at 8 o'clock, at Snedicor's Gallery, No. 768 Broadway, near 9th-st., SUPERB COLLECTION OF PICTURES by the popular Artist, A. F. TAIT, Esq.—HENRY H. LEEDS & MINER will sell by auction about thirty highly finished pictures by this celebrated artist, finished in his best style, embracing a great variety of subjects; among the collection are some pictures by Tait and Jas. H. Hart—one called the Birds, and the other a Moonlight Landscape. It is seldom this artist comes before the public with a sale. His pictures are so much sought after that he rarely has time to prepare a general sale. They are now on exhibition at Snedicor's Gallery, No. 768 Broadway.

D. M. SEAMAN, Auctioneer.

HANDSOME COUNTRY SEAT AT HEMPSTEAD, L. I.—D. M. SEAMAN will sell at auction on THURSDAY, the 5th day of April, 1866, at the Exchange Salesroom, No. 111 Broadway, a handsome country seat at Hempstead, L. I., comprising 10 acres of land with large and modern frame house, containing 13 rooms, bathroom, planed and reed fencing on each side; large barn, wagon-house, carriage-house, &c.; over 300 fruit trees of different varieties, grapes, strawberries, blackberries, &c.; grounds handsomely laid out and location one of the best in the village, near schools, churches, stores, &c. and easy of access several times a day.

For particulars and maps apply to Mrs. H. E. LEWIS, on the premises; or to the Auctioneer, No. 14 Pine-st.

MORRIS WILKINS, Auctioneer.

HOUSE AND LOT NO. 36 LAFAYETTE-AV., BROOKLYN, AT AUCTION.

E. H. LUDLOW & CO. will sell at auction on WEDNESDAY, April 4, 1866, at twelve o'clock, at the Exchange Salesroom, No. 111 Broadway, (Trinity Building,) N. Y.:

LAFAYETTE-AV., BROOKLYN.—The 2-story and basement brick house, No. 36 Lafayette-av., southwest corner of St. Felix-st.; house 22.1x40 feet, and extension of 10 feet, in good order, with water and gas throughout. Lot 22.1x86 feet.

Maps, &c., at the office of the auctioneers.

E. H. LUDLOW & CO.,
No. 3 Pine-st., near Broadway.

MORRIS WILKINS, Auctioneer.

FIRST-CLASS DWELLING, No. 78 WEST 45TH-ST., AT AUCTION.

E. H. LUDLOW & CO. will sell at auction on WEDNESDAY, April 4, 1866, at twelve o'clock, at the Exchange Salesroom, No. 111 Broadway, New-York:

WEST 45TH-ST.—The 3-story and basement brown stone high stoop house and lot No. 78 West 45th-st., south side, just west of 6th-av. House 20x47 feet, recently put in good order and frescoed throughout; all conveniences. Lot 20 feet front by 100 feet 5 inches in depth.

Maps, &c., at the auctioneers' office.

E. H. LUDLOW & CO., auctioneers,
No. 3 Pine-st., N. Y.

DOCKS AND SLIPS, MARKET CELLARS and other property belonging to the Corporation of the City of New-York to be leased at public auction.

Notice is hereby given that the Comptroller will, on TUESDAY, the 27th day of April, 1866, at 11 o'clock A. M., at the City Hall, lease on bids at public auction docks and slips, market cellars and other Corporation property, for a term of years from the 1st day of May, 1866.

Catalogues, containing the description, location and terms of sale, may be had on application to the Collector of the City Revenue, at his office.

By order of the Commissioners of the Sinking Fund,

MATTHEW T. BRENNAN, Comptroller.

DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, N. Y., March 15, 1866.

MORRIS WILKINS, Auctioneer.

VALUABLE LOTS AND GORES ON 52D-ST., NEAR 11TH-AV., AT AUCTION.—E. H. LUDLOW & CO. will sell on TUESDAY, April 3, 1866, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, New-York:

WEST 52D-ST.—18 lots and gores on the north side of 52d-st., 275 feet west of 11th-av., with the cottages thereon.

Maps, &c., at the office of the auctioneers.

E. H. LUDLOW & CO., No. 3 Pine-st.

A. JOURNEAY, Auctioneer, Office No. 6 Pine-st.

WILL SELL ON WEDNESDAY, APRIL 4, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, the following desirable property:

House and lot No. 104 and 106 West 45th-st., (Washington-square,) and No. 158 West 33d-st.

VACANT LOTS.—Two lots on West 46th-st., near 11th-av. Maps, with further particulars, at auctioneer's office, No. 6 Pine-st.

JOSEPH HEGEMAN, Auctioneer.

TUESDAY, APRIL 3, AT 10½ O'CLOCK, A. M. at No. 34 Sherman-st., corner of Hicks-st., Brooklyn, handsome rosewood R. C. 7-octave piano, large pier mirrors, rich medallion carpets, rosewood parlor suite in brocatel, étagere, mahogany and painted marble top chamber suites, hair and spring mattresses, walnut extension table, china, dinner and tea sets, glassware, carpets, oilcloths, &c., &c.

WM. WITTERS, Auctioneer.

SELLS THIS DAY, AT 3 O'CLOCK, AT No. 454 Canal-st., the entire rented furniture—pierglasses, curtains, parlor suits, centre, dining and tea tables, chamber suits, bedding, china, glass, silverware, piano, reivel, tapestry, three-ply and other carpets, oilcloths, &c.—also a large house.

AUCTION SALE OF ENGINES, BOILERS, ROLLS, &c.—The valuable machinery of the National Steel Works on 2d-av., between 46th and 47th sts., will be sold at public auction on MONDAY, April 2, 1866, at 11 o'clock. For schedule and particulars apply to SAMUEL MILLIKEN & CO., Agents, No. 159 Front-st., corner Maiden-lane.

NEW SCRANTON COAL-YARD, 59 CHERry-st., near Roosevelt.—Egg size or stove, at boats, $6 75; yard, $7 50; del'd, $8 25. JOHN BAGLEY, Prop.

AUCTION SALES.

JOHN H. DRAPER & CO.

Will sell on TUESDAY, April 3, 1866,

At 1 o'clock P. M., at the Exchange Salesroom, No. 111 Broadway, by order of Simeon Draper, United States Cotton Agent:

2,500 BALES FLORIDA AND SAVANNAH COTTON.

300 BALES SEA ISLAND COTTON.

The above Cotton has been classed and sampled by G. W. Amory, and may be seen in the bale at the New-York Warehousing Company's stores and Continental stores, Brooklyn, and by sample at the office of the Auctioneers, No. 36 Pine-st., New-York, two days before the sale.

THOMAS & SONS, Auctioneers.

TO CAPITALISTS, BUSINESS MEN, &c.

Very valuable business stand, No. 1,754 Chestnut-st., west of 12th-st., 25 feet front, 235 feet in depth, through to Sansom-st.

ON TUESDAY,

April 3, 1866, at 12 o'clock, noon, will be sold at public sale at the Philadelphia Exchange, all that substantial three-story brick messuage, with back buildings and lot of ground, situate on the south side of Chestnut-st., No. 1,754, west of 12th-st.; containing in front on Chestnut-st. 25 feet, and extending in depth 235 feet to Sansom-st.

STABLE AND COACH HOUSE.—There is a two-story brick stable and coach house on Sansom-st.

Clear of all incumbrance.

Terms—Half cash. Immediate possession.

It is one of the most valuable locations on Chestnut-st. High rents are offered for property in this square.

May be examined, and information as to the Auctioneers.

M. THOMAS & SONS, Auctioneers.

Nos. 139 and 141 South 4th-st.,
PHILADELPHIA, March, 1866.

HENRY D. MINER, Auctioneer,
Salesroom No. 37 Nassau-st., opposite the Post-office.

AN ATTRACTIVE COLLECTION OF OIL-PAINTINGS,

BY

AMERICAN AND EUROPEAN ARTISTS,

TO BE

SOLD AT AUCTION

BY

MINER & SOMERVILLE,

AT THEIR

SALESROOM NO. 37 NASSAU-ST.,

TUESDAY, April 3, at 11 o'clock.

NOW ON EXHIBITION.

C. W. BOTELER, Auctioneer.

AUCTION SALE OF HOSPITAL STORES WHISKY, WINES, &c.

MEDICAL PURVEYOR'S OFFICE,
WASHINGTON, D. C., March 21, 1866.

Will be sold at public auction, in this city, at the Judiciary-square Warehouse, head of the City Canal, on WEDNESDAY, the 18th day of April next, at 12 o'clock A. M., the following articles of hospital stores and liquors, no longer required for the use of the Medical Department of the army:

Arrow root, lbs.	20,000	Pea beans, lbs.	2,000
Barley, lbs.	10,000	Desiccated potatoes,	
Corn starch, lbs.	10,000	lbs.	100
Cocoa & Chocolate, lbs.	2,000	Mixed dessicated pots.	
Cinnamon, ground, lbs.	1,000	toes, lbs.	100
Farina, lbs.	20,000	Whisky, quart bottles	20,000
Tapioca, lbs.	10,000	Whisky, in pint bottles	2,000
Extract of beef, lbs.	2,000

SHIPPING.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT COVE HARBOR.

AND BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND COVE HARBOR.

AUSTRALASIAN leaves New-York Wednesday, April 4.
CHINA leaves Boston Wednesday, April 11.
CUBA leaves Boston Saturday, April 14.
ASIA leaves Boston Wednesday, April 18.
PERSIA leaves New-York Wednesday, May 2.
AFRICA leaves Boston Wednesday, May 9.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$125 00
Second Cabin Passage.....60 00

FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.....$115 00
Second Cabin Passage.....60 00

Steerage passage at low rates. Drafts issued payable in gold, or its equivalent in United States currency.

Children not included under 1 year old free.

An experienced surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless Bills of lading, having the value expressed, are signed therefor.

For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

ONLY AMERICAN LINE TO ENGLAND AND FRANCE.

The New-York and Liverpool mail steamship (limited) ARAGO, and HELVETIA, having been thoroughly refitted, will leave Pier No. 47 North River for Havre, calling at Falmouth, on the following days, at noon, precisely:

ARAGO.....Saturday, 7.....March 10, 1866.
FULTON.....Saturday, April 14, 1866.
ARAGO.....Saturday, May 12, 1866.
FULTON.....Saturday, June 9, 1866.
ARAGO.....Saturday, July 7, 1866.
And every twenty-eight days thereafter.

PRICES OF PASSAGE IN GOLD.
First cabin.....$125 00 | Second cabin.....$80 00

Excursion tickets to London, $5 extra.

An experienced surgeon on board.

The company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.

For further information, apply to
JOSEPH J. COMSTOCK, Agent,
No. 7 Broadway, New-York.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CARLTON PLACE.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North River, as follows:

WASHINGTON.....SURMONT.....SATURDAY, April 7.
PEREIRE.....DUCHESNE.....SATURDAY, April 21
NAPOLEON III.....BOCANDE.....SATURDAY, May 5
LAFAYETTE.....LEMARIE.....SATURDAY, May 19

PRICE OF PASSAGE IN GOLD.
First cabin, $125; second cabin, $80, including table wine and bedding.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, as an additional charge of $5 for first and $3 for second cabin.

Medical attendance free of charge.

For further information apply to
GEO. MACKENZIE, Agent,
Stonehouse Dock, Liverpool.
Or to
GEO. MACKENZIE & CO.,
No. 7 Broadway, New-York.

At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

THE NORTH AMERICAN LLOYD.

New line of first-class side-wheel steamers between NEW-YORK AND BREMEN VIA COWES, with comfortable accommodations for passengers of all classes, carrying the U. S. Mail. Leave New York on THURSDAYS:

Hansa, 2,000 tons, Capt. OTTO HOYER, Comm.....12th April.
Bremen, 1,600 tons, 1,600 horse power.....19th April.
Weser, Rabenstein, 2,000 tons, 1,600 horse power.....26th May.
Arabia, 2,000 tons, 1,600 horse power.....31st May.

An experienced surgeon on board.

The owners will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.

Rates of passage, payable in gold, or its equivalent:
First cabin, $150; second cabin, $80; steerage, $37 50.

For freight and passage apply to
ZUGER BROS., General Agents,
No. 45 Beaver-st.

For subscription to the stock of this Company, offering a very remunerative investment, apply to
V. PRECHT, Secretary,
Office of the North Am. Lloyd, No. 45 Beaver-st.

NATIONAL STEAM NAVIGATION CO.
(Limited.)
NEW-YORK TO LIVERPOOL.
Calling at Queenstown to land passengers.

Ships.	Tons.	Commanders.
QUEEN	3,419	Grogan.
ERIN	3,400	Lewis.
PENNSYLVANIA	2,982	Lewis.
LOUISIANA	2,168	Thomson.
ENGLAND	3,432	Grace.
SCOTLAND	3,800	Hale.
VIRGINIA	3,168	Proese.
HELVETIA	3,329	Ogilvie.

Sailing from Pier No. 4, North River, as follows:

PENNSYLVANIA.....SATURDAY, March 31
HELVETIA.....SATURDAY, April 7
SCOTLAND.....SATURDAY, April 14
ENGLAND.....SATURDAY, April 21
VIRGINIA.....SATURDAY, April 28
AND EVERY SATURDAY THEREAFTER.

The size of these steamships affords of very spacious state-rooms, all opening directly into the saloon; the accommodations and fare are unsurpassed, and the rates lower than by any other line.

An experienced Surgeon on each ship free of charge.

Steerage passengers tickets to bring parties from Liverpool or Queenstown, for $40 currency.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless bills of lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply at the office of the Company, No. 57 Broadway.
J. D. NAAR, Acting Manager.

For steerage passage at THOMPSON'S Passage Office, No. 205 Pearl-st., and at the Company's Office, No. 57 Broadway.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The inman Line, sailing semi-weekly, carrying the United States Mails.

CITY OF BALTIMORE.....SATURDAY.....April 7
CITY OF CORK.....WEDNESDAY.....April 11
CITY OF PARIS (new).....SATURDAY.....April 14
CITY OF DUBLIN.....WEDNESDAY.....April 17
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.

RATES OF PASSAGE, PAYABLE IN CURRENCY, BY THE MAIL STEAMERS SAILING EVERY SATURDAY.

First Cabin.....$135 | Steerage.....$35
First Cabin to London.....145 | Steerage to London.....40
First Cabin to Paris.....155 | Steerage to Paris.....50

Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $45. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Office, JOSEPH J. DALY, Agent, No. 15 Broadway, New-York.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO SHIPPERS TO SOUTH AND CENTRAL AMERICAN PORTS.

Having concluded arrangements with the PACIFIC STEAM NAVIGATION COMPANY and the CENTRAL AMERICAN STEAMSHIP COMPANY, are now prepared to receive and forward WITH DISPATCH all kinds of goods, to and from points on the SOUTH PACIFIC and CENTRAL AMERICAN COAST, under THROUGH BILL OF LADING at GREATLY REDUCED RATES.

For further particulars, classification of goods and rates, apply at our office, No. 58 Broadway.
WELLS, FARGO & CO.,
Sole Freight Agents P. M. S. S. Co.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND by
TAPSCOTT'S
favorite lines of LONDON AND LIVERPOOL PACKETS, sailing every week. Parties wishing to send for their friends or remit money to the Old Country can do so on the most favorable terms by applying to
TAPSCOTT, BROTHERS & CO.,
No. 86 South-st.

FOR SAVANNAH, GEORGIA.

MURRAY'S LINE—THURSDAYS.
Connecting with all railroads throughout Georgia and Florida.

LEO.....DEARBORN, Commander,
VIRGO.....BULKLEY, Commander.

The favorite fast sailing steamship
LEO
will sail from Pier No. 16 East River, foot of Wall-st., THURSDAY, April 5, at 3 P. M.

For freight or passage, having elegant accommodations, apply to
MURRAY, FERRIS & CO.,
Nos. 61 and 63 South-st.

OCTAVUS COHEN, Agent in Savannah.
State rooms secured at the Fifth-avenue Hotel Telegraph Office.

FOR SAVANNAH.
PIONEER LINE.
Cabin passage.....$25 | Deck.....$10
EVERY THURSDAY.

Landing cargo in Savannah the following Monday morning.

The new and first-class steamship
C. H. DELANOY,
will leave Pier No. 4 N. R. at 3 P. M., on THURSDAY, April 5.

For freight or passage, having unsurpassed accommodations, apply to
LEWIS L. JONES,
No. 17 Broadway.

Agents in Savannah,
HUNTER & GAMMELL.

FOR CHARLESTON, S. C.
PEOPLE'S MAIL STEAMSHIP COMPANY.
EMILY B. SOUDER.....Capt. H. LOCKWOOD.
MONEKA.....Capt. C. P. MARSHMAN.

The above splendid steamships will leave every THURSDAY, at 3 P. M., from Pier No. 37 North River, invariably landing cargo at Charleston on Monday morning.

The new and elegant steamship
EMILY B. SOUDER,
will sail on THURSDAY, April 5, at 3 o'clock P. M.

For freight or passage, with unsurpassed accommodations, apply to
LIVINGSTON, FOX & CO., No. 141 Broadway.

Consignees at Charleston, ARCHIBALD, GETTY & CO.

All bills of lading signed on board the vessel.

The MONEKA will follow on THURSDAY, March 29.

FOR RICHMOND, CITY POINT AND NORFOLK.

The new and elegant SIDE-WHEEL steamships
HATTERAS, Capt. LEWIS PARRISH, every SATURDAY, at 12 M.
ALBEMARLE, Capt. H. A. BOURNE, every WEDNESDAY, at 12 M.
FROM PIER NO. 26 NORTH RIVER.

Freight at printed tariff rates.

For freight or passage, having unsurpassed accommodations. Apply to
LIVINGSTON, FOX & CO.,
No. 141 Broadway.

Freight received on our covered pier, No. 26 North River, at all times during business hours.

Goods consigned to our address promptly forwarded.

All bills of lading signed on board the ship.

FOR CHARLESTON, S. C.
REGULAR LINE OF FIRST-CLASS STEAMSHIPS.
The elegant steamship
ANDALUSIA sails THIS DAY, at 3 P. M.
(Cargo received up to 2½.)

The elegant and popular steamship
QUAKER CITY will follow on SATURDAY, April 7.

Intermediate vessels will be dispatched, as occasion may require, sailing promptly at 3 o'clock, from Pier No. 34 East River, foot of Wall-st.

For freight or passage apply to
ARTHUR LEARY, No. 73 William-st.

FOR HAVANA VIA NASSAU, N. P.

The British and North American Royal Mail Steam Packet Company's new steamer CORSICA, Capt. LE MESURIER, will sail for the above ports, from the company's wharf at Jersey City, on
SATURDAY, March 24, and SATURDAY, April 21.

Passage money to Nassau.....$45
Passage money to Havana.....80

Specie payable in gold coin, or its equivalent.

No freight received on day before sailing.

For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

FROM NEW-YORK TO LIVERPOOL DIRECT.—An extra Cunard steamer will sail every WEDNESDAY: TRIPOLI, April 11; BOGOTA, April 18; OLYMPUS, April 25. These steamers have very fine accommodations for a few cabin passengers. Passage money $100, gold or its equivalent. For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The inman Line, sailing semi-weekly, carrying the United States Mails.

CITY OF BALTIMORE.....SATURDAY.....April 7
CITY OF CORK.....WEDNESDAY.....April 11
CITY OF PARIS (new).....SATURDAY.....April 14
CITY OF DUBLIN.....WEDNESDAY.....April 17
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.

RATES OF PASSAGE, PAYABLE IN CURRENCY, BY THE MAIL STEAMERS SAILING EVERY SATURDAY.

First Cabin.....$135 | Steerage.....$35
First Cabin to London.....145 | Steerage to London.....40
First Cabin to Paris.....155 | Steerage to Paris.....50

Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $45. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Office, JOSEPH J. DALY, Agent, No. 15 Broadway, New-York.

SHIPPING.

PACIFIC MAIL STEAMSHIP COMPANY'S PARTY THROUGH LINE

TO CALIFORNIA

AND CARRYING THE UNITED STATES MAIL, leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock noon, on the 1st, 11th and 21st of every month, (except when these dates fall on Sunday, and then on the preceding Saturday,) for ASPINWALL, connecting, via Panama Railway, with one of the company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO

MARCH.
Sat. ARIZONA, connecting with GOLDEN AGE.
11th, HENRY CHAUNCEY, connecting with CONSTITUTION.
21st, NEW-YORK, connecting with GOLDEN CITY.

Departure of 1st of April from connecting ports at Panama with steamers for SOUTH PACIFIC PORTS; 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Baggage checked through. One hundred pounds allowed each adult.

An experienced surgeon on board. Medicines and attendance free.

For passage tickets or further information apply at the company's ticket office, on the wharf, foot of Canal-st., North River, New-York.

F. W. G. BELLOWS, Agent.

FIRST CABIN PASSAGE, TWENTY DOLLARS,
TO
SAVANNAH, GEORGIA.

EVERY SATURDAY, FROM PIER NO. 12, NORTH RIVER, in connection with railroads throughout Georgia and Florida.

THE OLD RELIABLE SIDE-WHEEL LINE.

Passage tickets issued through to Augusta, Macon, Thomasville, Darien, Brunswick, St. Mary's, Fernandina, Jacksonville, and Pensacola.

The fast and favorite sidewheel steamship
SAN SALVADOR,
J. ATKINS, Commander,
Will sail for Savannah direct from Pier No. 12, North River, foot of Cedar-street, on SATURDAY, April 7, promptly, at 3 o'clock.

Freight received daily and handled carefully.

Bills of lading furnished and signed on the pier.

For freight or passage, having elegant accommodations, apply to
GARRISON & ALLEN, Agents,
No. 5 Bowling-green.

Agent at Savannah, R. H. HARDEE.

FOR SAVANNAH, GA.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
SIDE-WHEEL STEAMERS.

HERMAN LIVINGSTON.....Capt. J. B. SAYER.
GEN. BARNES.....Capt. THOS. H. MORTON.

The favorite side-wheel steamship
GENERAL BARNES,
will leave on SATURDAY, April 7, at 3 o'clock P. M., precisely, from Pier No. 35 North River, connecting with all the railroads in Georgia and Florida steamers.

All the connections to and beyond Augusta now complete, and through bills of lading to the interior of Georgia, Alabama, Mississippi and Tennessee.

For freight or passage, having splendid accommodations, apply to
LIVINGSTON, FOX & CO., Agents,
No. 141 Broadway.

Agents in Savannah,
WILDER & FULLERTON.

Goods to be forwarded by railroad should be marked care of "O. R. E. Agent."

UNITED STATES MAIL LINE
FOR
RIO DE JANEIRO,
CALLING AT
ST. THOMAS, PARA, PERNAMBUCO AND BAHIA
EVERY TRIP.

The United States and Brazil Mail Steamship Company will dispatch regularly, on the 20th of each month, at 3 P. M., from Pier No. 43 North River, one of their new first-class steamships.

THE
NORTH AMERICA,
TIMMERMANN, Commander,
WILL LEAVE
ON SATURDAY, 20TH OF APRIL.

An experienced surgeon is attached to each steamship, All bills of lading must be signed at the Post-office.

Large lots of heavy freight at low rates.

For freight or passage, apply to
THOMAS ASPINWALL & CO., No. 17 Broadway.

OPPOSITION LINE
TO CALIFORNIA, VIA NICARAGUA,
On the first day of each month.
REDUCED RATES OF PASSAGE.
First Class, $175 to $200; Second Class, $125;
Third Class, $75.
TO YOUNG CHINA,
THROUGH TO SAN FRANCISCO.

The Central American Transit Company having placed a fine new steamboat on LAKE NICARAGUA, thereby insuring passengers

A PROMPT AND RELIABLE TRANSIT,

will dispatch the fast and elegant steamship
SANTIAGO DE CUBA,
JERRY LOCKE, Commander,
On APRIL 20, at NOON
From Pier No. 29 North River, foot of Warren-st. For passage apply early, by mail or in person, at No. 177 West-st., corner of Warren-st.

D. N. CARRINGTON, Agent.

FOR NEW-ORLEANS DIRECT.
The superior steamship
ALABAMA,
J. LIMBURNER, Master,
on SATURDAY, April 7, at 2 P. M., from Pier No. 29, North River, foot of Wall-st.
IS NOW RECEIVING FREIGHT.
and will be dispatched as above by the COASTWISE COMPANY, with which we are prepared to give THROUGH BILLS OF LADING and PASSAGE TICKETS VIA NEW-ORLEANS BY ALL STEAM.

For Mobile, Ala.
For Pensacola, Fla.
For Apalachicola, Fla.
For St. Mark's, Fla.
For Galveston,
For Indianola,
For Port Lavaca,
For Texas,
and Mississippi and Ohio River Ports.
Memphis,
St. Louis,
Cairo,
Louisville,
and intermediate places.

FREE OF ANY FORWARDING CHARGES.

For freight or freight, apply at No. 177 West-st., corner of Warren-st., or to E. H. DRUMMOND, No. 24 Wall-st.
D. N. CARRINGTON.

FOR CHARLESTON, S. C.
REGULAR LINE OF FIRST-CLASS STEAMSHIPS.

The elegant and popular side-wheel steamship
QUAKER CITY, Wm. H. WEST, Commander.

Is now receiving cargo, and will sail on SATURDAY, April 7. Intermediate vessels will be dispatched as occasion may require.

Shipping promptly at 3 P. M. from Pier No 14 East River, foot of Wall-st.

For freight or passage, apply to
ARTHUR LEARY, No. 73 William-st.

A new and handsome side-wheel steamer now connects between Charleston, Savannah and the Florida ports.

FOR HAVANA DIRECT.
The United States Mail Sidewheel Steamship
COLUMBIA,
D. B. BARTON, Commander,
Will leave Pier No. 4 North River, on WEDNESDAY, April 11, at 3 P. M., precisely, for Havana direct.
For freight or passage apply to
SPOFFORD, TILESTON & CO.,
No. 10 Broadway.

N. B.—The favorite steamer MORRO CASTLE will succeed the COLUMBIA, and leave on April 11.

FOR WILMINGTON, N. C.
The first-class and reliable steamship
STARLIGHT, PENDER, Master,
Is now receiving cargo, and will be dispatched on WEDNESDAY, 4th April, at 3 P. M., from Pier No. 14 East River.
For balance of freight or passage apply to
ARTHUR LEARY, No. 73 William-st.

Agent in Wilmington, Mr. HORACE M. BARRY, who will forward goods to the interior free of charge.

FOR NEW-ORLEANS DIRECT.
BLACK STAR LINE.
The fast-sailing steamship MONTGOMERY, Capt. C. RYDER, will leave Pier No. 13 North River, on SATURDAY, April 7, at 3 P. M. For freight or passage, having handsome accommodations, apply to
R. LOWDEN, Agt., No. 56 Wall-st.

Bills lading signed at the office, No. 56 West-st., corner of Cedar.
GEO. A. FOSDICK, Agent at New-Orleans.

FOR NORFOLK AND CITY POINT.
The OLD LINE, from Pier No. 21, North River.
NIAGARA, Capt. COUCH,
EVERY SATURDAY, at 3 P. M.
NIAGARA, Capt. KING,
EVERY WEDNESDAY, at 3 P. M.
G. HEINEKEN & PALMORE,
No. 115 Broadway.
Agents New-York and Virginia Steamship Co.

FOR NEW-ORLEANS DIRECT.
The new and first-class steamship GEN. GRANT, Capt. E. W. HOLMES, will leave Pier No. 9 North River, on SATURDAY, April 7. For freight or passage, having unsurpassed accommodations, apply to H. B. CROMWELL, No. 56 West-st.

NEW-ORLEANS DIRECT.
The New-York Mail Steamship Company's steamship EVENING STAR will leave on SATURDAY, April 7, at 3 P. M., from the Company's pier, No. 46 North River.
For freight or passage apply on board, or to
JAMES E. TAYNOR, No. 10 Barclay-st.

PASSENGERS PER ROYAL MAIL steamship AUSTRALASIAN are requested to be on board, at the Company's wharf, Jersey City, at 8½ o'clock on WEDNESDAY MORNING, 4th inst.
E. CUNARD, No. 4 Bowling-green.

STEAMBOATS.

MARCH, 1866.
SHREWSBURY AND LONG BRANCH,
Sandy Hook, Highlands, Port Washington, Mount's and Brown's Rockaway, Fairhaven
AND RED BANK.
THE STEAMER
LIETA,
Capt. WM. J. CONOVER,
will leave the short pier, foot of Barclay-st., as follows:

LEAVE NEW-YORK.	LEAVE RED BANK.
Thursday, March 15, 11 A. M.	Friday, March 16, 6 A. M.
Saturday, March 17, 1 P. M.	Monday, March 19, 7½ A. M.
Tuesday, March 20, 3 P. M.	Wednesday, March 21, 9 A. M.
Thursday, March 22, 5 P. M.	Friday, March 23, 10 A. M.
Saturday, March 24, 7 P. M.	Monday, March 26, 11 A. M.
Tuesday, March 27, 2 P. M.	Wednesday, March 28, 1 P. M.
Thursday, March 29, 3 P. M.	Friday, March 30, 2½ P. M.
Saturday, March 31, 3½ P. M.	Monday, April 2, 7 A. M.

FOR NEW-HAVEN, HARTFORD AND SPRINGFIELD.—Steamers leave Peck-slip for New-Haven at 5:15 and 11 P. M., connecting with Railroad.

NEW SCRANTON COAL-YARD, 59 CHERRY-st., near Roosevelt.—Egg size or stove, at boats, $6 75; yard, $7 50; del'd, $8 50. JOHN BAGLEY, Prop.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.

On and after MONDAY, Jan. 1, 1866, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:20 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Albany and Troy.

10 A. M. via Hudson River Railroad, connecting with Northern and Western trains.

11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for North and West.

3:05 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.

4 P. M. via Harlem Railroad, connecting at Albany with Western trains, and at Troy with Rensselaer and Saratoga and Troy and Boston, for points North, with sleeping-cars attached.

11 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. Also, to Montreal via Saratoga. Thus train runs on Sunday.

7 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for Northern and Western cities.

ROBERT L. DARRAGH,
E. W. GRAVEN,
Board of Directors.

PERTH AMBOY & WOODBRIDGE R. R.
From foot of Cortlandt-st.
Leave New-York for Perth Amboy and Woodbridge—

RAILROADS.

THE GREAT INSIDE ROUTE FOR BOSTON.
AVOIDING POINT JUDITH.
STONINGTON LINE OF STEAMERS,
being the safest and quickest between Boston and New-York. The new steamer
MASTER HENRY,
PLYMOUTH ROCK, Capt. B. BRAYTON,
On TUESDAYS, THURSDAYS and SATURDAYS;
COMMODORE, Capt. E. F. CURTIS,
On MONDAYS, WEDNESDAYS and FRIDAYS.
at 5 o'clock P. M. from Pier No. 39 North River.

These boats are unsurpassed for comfort, strength and safety. State-rooms secured at the office, Pier No. 18, on board the boat, No. 10 Washington-st., Boston, and of the Providence Depot.

Return trains leave Boston at 5 P. M.
M. E. SIMONS, Agent.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:

7:30 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Dunkirk and Erie.

9:30 A. M.—Mail, for Buffalo, Salamanca, and Dunkirk, connecting with Lake Shore and Atlantic and Great Western Railways.

4:30 P. M.—Way Train, for Port Jervis and Newburgh.

5:30 P. M.—Night Express, for Canandaigua, Rochester, Buffalo, Salamanca and Erie.

9:30 P. M.—Express, for Buffalo, Dunkirk and Erie, with Lake Shore and Atlantic and Great Western Railways.

11:30 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and Erie.

HOSE MIDDLETON, General Superintendent.
WM. H. HAM, Gen'l Pass. Agent, N. York.

NORTHERN RAILROAD OF NEW-JERSEY.—Trains leave Jersey City for Piermont at 9:15 A. M., 12:30, 4:30, and 6:30 P. M. The 9:15 and 4:30 run through to Monroe. On Monday only for Piermont at 8:15 A. M.
THOS. W. DEMAREST, Superintendent.

PROPOSALS.

PROPOSALS FOR SAFES AND LOCKS

WASHINGTON, D. C., March 3, 1866.

Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 12 M., April 4, 1866, for furnishing the Treasury Department at Washington with good Safes to be approved by the Treasury Department for one year from the acceptance of the proposal of the successful bidder.

Specifications and drawings for the Burglar-Proof Safes, showing the form of construction at present used, viz.: alternate plates of iron and hardened steel, can be obtained upon application at this Department.

Burglar-Proof Safes are to be constructed in the same manner, and cased with a suitable fire-proof covering, the plans and specifications for which must be submitted by the bidder.

Safes must be in perfect condition within a reasonable time from date of order.

The Locks will be furnished by this Department, but must be put in place by the contractor, and be in perfect working order before the Safe is turned over to the proper officer of the Government.

The bids to be per superficial foot, measured on the outside, and must include the cost of delivery, including packing and door-fastenings, (carriage) cost of locks.)

Proposals will also be received for Burglar and Powder-Proof Locks, to be accompanied with samples.

All bids must be accompanied by the guarantee of two responsible persons in the sum of $5,000, that the bidder will accept and perform the contract if awarded to him, or the guaranty of the security to be certified by the District-Attorney of the district where the bidder resides.

The Department reserves the right to reject any or all bids, or to award to the nearest bidder.

Safes, Burglar and Fire-Proof Safes to another, if it be deemed for the interest of the Government to do so, and no bid will be received that does not conform to the requirements of this advertisement.

Proposals to be indorsed "Proposals for Safes and Locks," and addressed to A. B. MULLETT, Acting Supervising Architect, Treasury Department, Washington, D. C.

A. B. MULLETT,
Acting Supervising Architect.

PROPOSALS FOR NORTH RIVER FLAGGING.

TREASURY DEPARTMENT, OFFICE OF SUPERVISING ARCHITECT, March 7, 1866.

PROPOSALS WILL BE RECEIVED at this office until 12 o'clock, April 20, 1866, for flagging North River Flagging for the sidewalks in front of the West wing of the Treasury Building, to be delivered at the work and of the following dimensions and numbers, viz:

Ten stones, 8 ft. 6 in. by 4 ft. 6 in. by 3 in. thick.
Ten stones, 6 ft. 6 in. by 4 ft. 6 in. by 3 in. thick.
Ten stones, 5 ft. 6 in. by 4 ft. 6 in. by 3 in. thick.
All stones, 3 ft. 3 in., not less than 3 in. thick.

The surface of the flags must be perfectly out of wind, and the joints to be not more than ¼ of an inch. Machine tooling preferred. As the edges will be cut after delivery, the pieces must be furnished with sufficient margin to work perfectly true to the above dimensions, and all will be rejected which are not delivered in this respect. The bids to be per superficial foot, measured when laid, and to include all costs of delivery, and also to include all costs of delivery, and also to include all costs of dressing the edges. This to be done by the contractor, within the limits of the work.

Payments will be made upon delivery with a reservation of 10 per cent until the whole of the above is delivered.

The Department reserves the right to reject any or all bids, if it be deemed for the interest of the Government to do so, and no bid will be considered that does not conform to the requirements of this advertisement.

Proposals to be indorsed "Proposals for Flagging," and addressed to A. B. MULLETT, Acting Supervising Architect, Treasury Department, Washington, D. C.

A. B. MULLETT,
Acting Supervising Architect.

SEALED PROPOSALS WILL BE RECEIVED at the office of the Clerk of the Board of Education, corner of Grand and Elm streets (and nowhere else) until MONDAY, the 16th day of April, 1866, at 12 o'clock noon, for supplying the coal and wood required for the Public Schools in this City for the ensuing year; say five thousand (5,000) tons of coal and one thousand seven hundred and fifty (1,750) cords of oak wood, and one thousand one hundred (1,100) cords of pine wood, more or less.

The coal must be of the best quality of white ash, furnace and stove sizes, in good order, two thousand two hundred pounds to the ton, and must be delivered in the bins at the several school buildings. The proposals must state the mines from which it is proposed to supply the coal (to be furnished from the mines named), and must refer you in less time and at less expense than any other can or will, and those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have used Mercury, call at once. By his special experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhœa or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—that last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a few nights. Impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment and clear directions for permanent cure should by writing a full diagnosis of their case, addressed to Dr. KENNEDY, No. 186 Elm-st. Call, send or write.

MEDICAL AND SURGICAL CONSULTATIONS.—Dr. R. COBBETT can be consulted with the most perfect confidence at his private residence, in conveniently-arranged suite of offices, No. 20 Centre-st., between Chambers and Reade sts., having a private entrance at No. 6 City Hall-place. From 1866, being one of the oldest, and probably the only qualified physician and surgeon in this city who makes diseases of the genito-urinary organs a specialty, he is thus enabled to guarantee speedy and permanent cures, or make no charge. Stricture of the urethra, seminal weakness, nervousness and general debility treated on the most scientific principles. M. R. Dr. C.; diplomas, in his office, as member of the New-York University Medical College and College of Surgeons, London. Office hours, 9 A. M. to 6½ P. M.

ADVICE TO MARRIED LADIES.—MADAME RESTELL, Professor of Midwifery, having over thirty years' successful practice in this city, guarantees a safe and immediate removal in all special irregularities and obstructions in females, with or without medical advice, at an interview, or by mail. Can be consulted with the utmost confidence at No. 162 Chambers-st. Her infallible LIFE PILLS, $5 DOLLAR No. 1, and No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy, price $5, can be sent by mail. Also sold at 38 Druggist, No. 156 Greenwich-st. near Liberty-st. Madame RESTELL desires it her duty to caution ladies against imitators, who not only deprive them of their means, but their health.

MANHOOD AND THE VIGOR OF YOUTH RESTORED in three days by Dr. POWERS' ESSENCE OF LIFE. Prepared from recent discoveries in the most shattered constitutions, radically curing Seminal Weakness, Sexual Debility, and Impediments to Marriage generally; Nervousness, Mental and Physical Incapacity, Resulting from Indiscretion, &c. The time required to cure the most inveterate case is one week. Failure is impossible. This life-restoring remedy should be taken by all those who wish to marry, or are single parties. Young man, are you subject to that soul and body destroying disease, secret habits? Dr. POWERS' Invigorating Essence is a never-failing cure. Sold by WALKER POWERS, M. D., No. 186 Elm-st, New-York.

DR. COOPER, NO. 14 DUANE-ST., MAY be confidentially consulted on all diseases of a private nature. A practice of 20 years, devoted to the treatment and cure of syphilitic, mercurial and diseases of a delicate nature, enables Dr. C. to make speedy and permanent cures, no matter of how long standing the case may be. Strictures of the urethra and seminal weakness brought on by a secret habit, effectually cured. The victims of misplaced confidence, who have been misled by quack advertisements, can call on Dr. C. with the certainty of receiving relief or no charge is made.

DR. POWERS' PERIODICAL DROPS are designed for both married and single ladies, and are the very best thing known for the purpose, as they will bring on the monthly sickness in case of obstruction from any cause, and after all other remedies of the kind have been tried in vain. Expressly for obstinate cases. Warranted as represented in every respect, or the price will be refunded. Beware of imitations! Purchase directly of Dr. POWERS, No. 186 Elm-st., New-York.

THE MARRIED WOMAN'S PRIVATE MEDICAL COMPANION, by Dr. A. M. MAURICEAU, Professor of Diseases of Women, strictly intended for those whose health or circumstances forbid a too rapid increase of family. Price $1. Sold at his office No. 129 Liberty-st., New-York; or can be sent by mail, free of postage, to any part of the United States and Canada, by inclosing $1, and addressing Box No. 1,234 New-York P. O.

SPECIAL NOTICE.

By general request on
SATURDAY, April 7, and WEDNESDAY, April 11,
will be given
A GRAND MATINEE
OF
CINDERELLA A LA COMARE,
Commencing at 2 o'clock.
Doors open in the evening at 7½.—Curtain rises at 8.
Seats secured three days in advance.

NEW-YORK CIRCUS,
HIPPOTHEATRON BUILDING,
155th-st., opposite the Academy of Music.
L. B. LENT.....MANAGER
This establishment does not subscribe to the New-York Herald.

EASTER HOLIDAY WEEK.
THREE GRAND EQUESTRIAN
PERFORMANCES EVERY DAY,
MONDAY—WEDNESDAY—SATURDAY—AT 2½.
Besides performances EVERY NIGHT AT 8.

ROBINSON.

THE GREAT HORSEMAN,
with his juvenile protege, YOUNG CLARENCE, will assist in a brilliant
FETE DE JOUR,
ON EASTER MONDAY.
Matinee at 2½—Evening at 8 o'clock.
ALSO, DURING THE ENTIRE WEEK.

THE GRAND EASTER FESTIVAL
will be inaugurated with a magnificent display in the arena—Horsemanship by the first riders—Gymnastic sports by the most accomplished athletes—astounding exhibitions of muscular power and elasticity—bold, original and graceful evolutions on the tight and slack ropes—gorgeous caracoles, with cavalry exercises, &c., &c.

In the course of the entertainments will be given an extra superb display of lofty
SATTOUT LEAPS and AERIAL VAULTING,
By the corps of Athletes.
interspersed throughout as usually diversified by the wit, mirth and harmony of the most comic and original of clowns,
PENTLAND—AUSTIN—CONRAD,
in all their merry bon mots, quaint antics, and ready improvisos. The whole to conclude with an
EQUESTRIAN EXTRAVAGANZA.

THE POETS OF TWO CENTURIES.—Mrs. A. M. MCFARLAND, of New-York City, will give READINGS FROM THE POETS, Dramatic and Lyric, of the Sixteenth and Nineteenth Centuries, at Steinway's Rooms, Nos. 71 and 73 East 14th-st., TUESDAY EVENING, April 3, at 8 o'clock.

PROGRAMME.
PART FIRST.
POETS OF THE SIXTEENTH CENTURY.

Extract from Fairy Queen	Spenser
The Shepherd's Resolution	George Wither
Scene from Macbeth	Shakespeare
Dark Rosaline...(16th Century, Old Irish)	Translation of Mangan
Scene from Philaster	Beaumont and Fletcher

PART SECOND.
LIVING POETS.

Barbara Fritchie	Whittier
Bugle Song	Tennyson
High Tide on the Coast of Lincolnshire	Jean Ingelow
How they brought the Good News from Ghent	to Aix	R. Browning
Molly Muldoon	(an Irish Story)	Anon
Extract from Building of the Ship	Longfellow

Tickets ONE DOLLAR. To be obtained at the 5th-av. Hotel, Macfarland's book-store, corner of Broadway and 22d-st., and at the Hall on the evening of the reading.

READING TO COMMENCE AT 8 O'CLOCK.

FOX'S OLD BOWERY.

Lessee, Director and Manager.....G. L. FOX.
This establishment does not subscribe to the New-York Herald.
EASTER WEEK.
EVERY NIGHT AND SATURDAY AFTERNOON,
GOING UP
WENT UP TH

PETROLEUM.

THE OIL FIELDS OF CANADA WEST.

The Supposed Extent of the Oil-Bearing Territory of Canada—The Township of Enniskillen—Oil Springs—The First Discovery of Oil there—The Gum Beds—An Interesting Record of Flowing Wells—Recent Developments.

Correspondence of the New-York Times:

DETROIT, Thursday, March 22, 1866.

There are very few readers of the NEW-YORK TIMES who have not within the past six months heard more or less concerning the celebrated oil fields of Canada West. And yet it is improbable that any considerable portion of them have a definite idea of their locality, extent, history, or productiveness. For the purpose of furnishing some information upon these topics, I ask the privilege of occupying a moderate space in your columns, promising that the statement will be made upon the most authentic information attainable, or based upon my own careful personal observation.

THE SUPPOSED EXTENT OF THE OIL BEARING TERRITORY OF CANADA.

The supply of rock oil which for the last four or five years has entered so largely into the commerce of the British Provinces, has been obtained wholly in a territory situated on a belt of land extending from Lake Huron to Lake Erie, and chiefly embraced within the county of Lambton, bordering on Lake Huron and the River St. Clair. A more extended idea of the supposed oil-bearing territory, might be given, perhaps, by saying that it embraced all that region of Western Canada, which overlies that group of rocks which is known to geologists as the corniferous formation, consisting of fossiliferous and highly bituminous limestone, and embracing a very considerable portion of the southwestern peninsula. Canadian geologists inform us that many of the fossils of this formation pass up from the Oriskany sandstone and the intermediate Onondaga limestone, and they therefore unite them under the name of the corniferous formation. In classifying the geological formations of the Provinces, they have adopted, substantially, the nomenclature employed by the geologists of your State. According to Sir W. E. LOGAN, the Provincial Geologist, who has made a careful survey of the oil territory, this formation covers an area of between 6,000 and 7,000 square miles, and may be described as all that part of the Province lying to the south and west of a curved line running from the foot of Lake Erie through Stratford to an undefined point on Lake Huron, west of the mouth of the Saugeen River. There is, however, another important formation that enters largely into the geological structure of a portion of this region, and which is deemed essential to its production, if not the source of the oil itself. About this, however, there is a good deal of question. It is ascertained that the corniferous group of rocks to a considerable extent is overlaid by the Hamilton group, which consists of a series of limestones and shales, also generally charged with bituminous matter. These various groups compose a part of what geologists denominate the Devonean formation, upon which the oil-bearing territory of Pennsylvania, Virginia, Tennessee and Kentucky reposes. According to Prof. WINCHELL, of the Michigan State University and State Geologist, these limestones are eminently fossiliferous. He informs us that "they occur as thick masses of dark, hard, highly crystalline limestone; thin layers of the same, separated by shales, or loosely formed highly argillaceous limestone. The shales are either calcareous, indurated clay shales, in thick or thin beds, or purely aluminous shales, or dark or even black bituminous shale, similar to the Genesee shale. This formation underlies a belt of country of irregular width, extending from Lake Huron to Lake Erie. The rocks dip westward beneath the lower peninsula of Michigan, with an easterly boundary undefined. The Genesee shale reposes on the Hamilton group, and also dips westward, with its eastern limits extending from Kettle Point, on Lake Huron, southward through the townships of Warwick and Euphemia, to Lake Erie. It appears to be an open question with geologists, whether the corniferous or the Hamilton formation is the source of petroleum in Canada. One fact seems to be pretty well established, however, to wit, that where the Hamilton rocks are found to be covered with shale, or near by, there, as a general thing, petroleum in produced in the greatest profusion. This is the case with a considerable portion of the Township of Enniskillen, in the County of Lambton, an important locality of which, known as Oil Springs, at present the petroleum centre of the oil territory of Canada, I shall presently speak more fully.

TOWNSHIP OF ENNISKILLEN—OIL SPRINGS.

The Township of Enniskillen is centrally situated in Lambton County. The surface of the country is generally level, though in some sections slightly undulating. There are no remarkable geological indications that would lead one to suppose that there were any important elements of wealth concealed below. The county is covered with a dense forest of hard timber, with a profuse growth of underbrush. The township is intersected by two principal streams, known as Black and Bear Creeks, whose channels flow from the northeast to the southwest, forming a confluence with the Sydenham River, a tributary of Lake St. Clair. These streams with their tributaries pass through ravines or depressions from the general surface of about thirty feet, with gently sloping sides. The ravines varying in width from a few feet to an eighth of a mile.

Persons exploring the township for oil lands, will find it quite necessary to be fully posted in reference to the subdivisions of townships as they are designated in Canada. These subdivisions are called concessions, consisting of tiers of lots, which, in Enniskillen Township, number from the south township line running north, from one to fourteen, inclusive. These concessions are subdivided into lots, each seven-eighths of a mile long, and 120 rods wide, each containing 200 acres.

The village of Oil Springs is situated in the southern concession, embracing lots from Nos. 15 to 20 inclusive, and is intersected by Black Creek, a sluggish stream, crossing the main street about the centre of the village, and at another point about half a mile below. It is eighteen miles southeast from Sarnia, at the foot of Lake Huron, with which place it is connected by a durable and excellent plank-road. It is also connected by another plank-road with Wyoming Station, on the northern branch of the Great Western Railway, fourteen miles directly north. In 1860 there were but two or three houses on the present site of the village. Its population is now estimated at 3,500. The buildings are generally one and a half and two stories high, built of wood, rude structures, with few exceptions, evidently built in great haste. Along the line of the principal street there are no fences, and a few rods off the forest looms up in solemn grandeur. Log-houses and frail wooden tenements of a primitive style of architecture, dot the whole length of the street, and the slopes and flats along the ravine, for nearly two miles. Derricks, engines, and temporary board cabins meet the eye along the street and far into the woods, and everything presents the bustling and busy characteristics that appertain to a community actuated by energy and intense earnestness of purpose. Such is Oil Springs, the petroleum centre and capital of Western Canada. It was here that the first discovery of oil was made in the Provinces, and where the earliest efforts to obtain it from the rocks were first instituted.

HISTORY OF THE EARLY OIL DISCOVERIES—THE GUM BEDS.

The existence of rock oil has been known to the Indians of Canada from time immemorial, and was indicated by springs of oil bubbling up through the streams and floating on the surface of the water. The Indians were accustomed to gather it by spreading their blankets over it, to which it would adhere, and thus they saved considerable quantities, which they used chiefly for medicinal purposes, and to which they attached great value as a remedy for external wounds and bruises. The Indians called the attention of the white settlers of that vicinity to these springs as early as in 1833, and also to the existence of several large surface deposits of bituminous resin, a thick tarry substance resembling asphaltum, which was found in great abundance. This substance is an altered form of petroleum, which centuries ago, through some subterranean agency, was forced up from the rocks, and after long exposure to the sun and the atmosphere, became volatilized and partly oxydized, leaving solid beds of the natural petroleum on the surface. The principal beds are two in number, occupying an area of about five acres each, and are about half a mile apart, varying in thickness from a few inches to nearly three feet, retaining the impressions of vegetable and animal life which had been imbedded in the oil while in a liquid state. They are familiarly known by the Canadians as "gum beds." It is the theory of some geologists that the rock immediately below them is the crown of the anticlinals, where the oil, being lighter than water, was, by natural causes, set free. The vicinity bearing centre of Enniskillen. But of this there is no certainty, since excellent wells have been sunk at various points, and at such remote distances as to preclude the idea that the particular locality they occupy is more favored than others. Be that as it may, one thing is very certain, that nature has seldom afforded a more exuberant yield of petroleum than is there indicated. Recent explorations for miles north and south, east of this point, show that oil may be found in considerable quantities, as at Petrolia, Dawn and Bothwell. Besides these natural beds of petroleum at Oil Springs, there are several smaller ones in various parts of the township, and other unmistakable indications of the existence of an immense basin or a system of reservoir underlying the whole of this region. Among these is a remarkable gas spring, on lots 22 and 23, second concession, discovered by the Indians many years since. It emits a large volume of inflammable gas, which ignites freely, and has continued to burn at certain seasons for three months without intermission. It issues from a deep fissure in the clay, open to the very surface, and what is somewhat remarkable, its pulsations are said to be in sympathy with the former flowing wells of Petrolia, some seven miles distant.

THE FIRST MANUFACTURE OF REFINED OIL IN CANADA.

The first effort to manufacture petroleum as an illuminating substance in Canada, was made on the "gum beds" before alluded to. In 1856 a company was organized, which was known as the International Mining Company, its object being the development of the mineral resources of the Western Peninsula, including the working up of the gum taken from the beds before referred to. During that year the Company shipped a quantity of the crude material to different parts of Canada and the United States, for experimental purposes. Several chemists succeeded in distilling from it a very fair quantity of illuminating oil. But it was not found profitable, and the Company fell compelled for the want of adequate capital to abandon the enterprise, and sold out their interest to J. M. WILLIAMS, an enterprising gentleman of Hamilton, who with W. HARRISON, present Postmaster at Oil Springs, commenced the manufacture of oil from this gum in 1857. They erected near the east bed a log cabin, constructed a bench of gas retorts, and commenced the manufacture of oil, which, though an inferior article, there was considerable demand for it for local purposes, and they were encouraged to continue the business. In the Fall of 1858, an accidental circumstance was the means of disclosing the latent wealth which is now so highly prized, and of opening a new era in the commercial history of Canada. In the month of September of that year, a drought occurred which made it necessary to sink a well for the purpose of procuring water for the use of their distillery. They had proceeded only about fourteen feet through a bed of bluish clay, when greatly to their amazement they encountered liquid petroleum, having unexpectedly opened a surface well, yielding from twenty to thirty barrels per day, for a period of about six months, when the oil began gradually to fail. They were not slow to appreciate its value, but so unexpected was the discovery made, that at first they were unprovided with means of securing it, a want, however, that was soon supplied. After the failure of the surface well, they drilled into the limestone rock, striking a rich vein from which they commenced pumping, and this well is yielding to this day a bountiful supply. Several other surface wells were sunk in that vicinity, all of them yielding abundantly.

But the great event in the history of the Canadian oil enterprise was yet to be disclosed. One JOHN SHAW, a Canadian by birth, conceived the idea of deeper drilling, and after a long and wearisome task, almost despairing of success, on the 16th of January, 1862, reached a very prolific vein, and found himself in possession of a flowing well of great capacity, but with limited means of securing the oil, a large portion of it escaped into the adjoining creek. The oil excitement then began to spread through Canada. Several new wells were sunk and some of them turned out to be very extensive flowing wells. The means at hand for preserving the precious fluid were entirely inadequate, and the consequence was that millions of barrels of oil were suffered to flow down the bank into the creek, presenting literally a freshet of oil, varying from three to eight inches in depth as it floated down on the water. The evidences of this remarkable flow are still visible all along the banks of the creek, marking the trunks of trees for miles with an indelible black, the cause of which cannot be mistaken. On one occasion some boys, in a thoughtless mood, set fire to the oil thus flowing, which communicated along the line of the creek a considerable distance, and presented at night a grand and terrific spectacle. It was fortunate that at that time there were few houses exposed to danger. Such an event occurring now would prove immensely destructive.

The history of these wells cannot but prove interesting, not only to practical oil operators, but to scientific men who are investigating the subject of petroleum. It is questionable whether any other part of the country has furnished a record of flowing wells of equal capacity. I am enabled to furnish you, on the authority of Prof. WINCHELL, of the Michigan University, who bestowed much careful investigation upon the subject, the following nearly complete list of the flowing wells of this period, with their location, according to the township divisions and subdivisions; the name of the well being preceded by its depth in the rock, and followed by its estimated yield per twenty-four hours. The localities are more particularly described by the subdivision, range and concession, as indicated by the abbreviations:

LIST OF OLD FLOWING WELLS AT OIL SPRINGS.

Depth ft.		Yield, bbls.
3....	Finn & Brown, (barely overflowed intermittently.) L. 17, Con. 1	——
104....	Solis, Sub. 16, B. A, L. 18, Con. 2	600
108....	Furdy, W ½ L. 19, Con. 2	1,000
115....	Evoy Bros., W. ½ L. 19, Con. 2	600
116....	Jewry & Evoy, W. ½ L. 19, Con. 2	300
116....	Fairbank, Sub. 31, R. 5, L. 17, Con. 2	600
130....	Campbell, W. ½ L. 19, Con. 2	200
132....	Bennett Bros	500
186....	Chandler, Sub. 33, R. 2, L. 18, Con. 2	100
155....	Jewry & Evoy, same as above bored deeper	2,000
157....	Sifton, Gordon & Bennett, Sub. 2, L. 18, Con. 2	150
158....	J. W. Sifton, Sub. 18, E. part L. 18, Con. 2	800
158....	Shaw, Sub. 10, R. B. L. 18, Con. 2	3,000
160....	Wanless, Sub. 6, R. E. L. 18, Con. 2	200
160....	McLane, Sub. 2, E. part 18, Con. 2	3,000
160....	Ball, Sub. 3, E. part L. 18, Con. 2	250
160....	Bumsey, Sub. 6, E. part L. 18, Con. 2	250
160....	Whipple, Sub. 8, R. A. L. 18, Con. 2	400
163....	Sanborn & Sherman, Sub. 18, R. C, L. 18, Con. 2	2,000
163....	Campbell & Forsyth, Sub. 12, R. C, L. 18, Con. 2	1,000
163....	Wilkes, (or Wilson,) Sub. 9, R. A, L. 18, Con. 2	2,000
164....	Bradley, Sub. 13, R. L. L. 18, Con. 2	3,000
167....	Webster & Shepley, E. part L. 18, Con. 2	6,000
179....	Leavenworth, Sub. 7, R. C, L. 18, Con. 2	500
170....	Culver, Sub. 7, R. C, L. 18, Con. 2	200
178....	Allen, Sub. 32, R. 5, L. 17, Con. 2	2,000
175....	Barnes, Sub. 36, R. 5, L. 17, Con. 2	300
178....	Pelt, W. ½ L. 19, Con. 2	3,000
180....	George Gray, Sub. 32, R. 4, L. 17, Con. 2	150
180....	Holmes, Sub. 9, E. ½ L. 19, Con. 2	500
187....	McColl, Sub. 37, R. 3 L. 17, Con. 2	1,200
188....	Swan, E. part L. 18, Con. 2	6,000
190....	Nelson, Sub. 29, R. 7, L. 17, Con. 2	——
212....	Fiero, Sub. 1, R. 4, L. 19, Con. 1	6,000
237....	Black & Mathewson, Sub. 12, L. 17, Con. 1	7,500

It is believed by those who have bestowed careful attention upon this subject, that the quantity of oil that was suffered to flow off upon the water of Black Creek, exceeded 5,000,000 barrels during a single season! It is doubtful whether there is a similar record of such enormous quantities of petroleum escaping in so brief a period at any oil locality in the country.

THE FLUCTUATIONS IN THE PRICE OF OIL.

The question very naturally arises, why was not this enormous waste of oil prevented? This may be answered by saying that there were not tanks and barrels enough in all Western Canada to secure it. Besides, oil then was comparatively a new article of trade, and its commercial value was hardly comprehended. During that season the price ranged from 10 cents to $1 per barrel. The roads leading to the railway station were almost impassable; so much so, that rather than risk a load by wagon—in fact, at that time, a team was taxed to its utmost capacity to draw an empty vehicle, to say nothing of even a single barrel of oil added to its weight—an ordinary ditch by the roadside, filled with slush and water, was sometimes used as the channel of transit. By this improvised canal many a barrel of Enniskillen oil was hauled by hand to the nearest and most convenient railway station. Nor were the fluctuations in prices favorable to the early development of the oil activities of that section. Men engaged in all business enterprises naturally desire a steady demand at steady prices. But the quotations were so fluctuating that no calculations could be made as to the remunerativeness of the business. For example: In 1860 the market value at the wells for surface oil was $4 per barrel. It was then a new article in the market, and Canada was supposed to possess the [illegible]. In 1861 it declined to $2 and soon after the oil was only worth 10 cents per barrel, and in the Fall of the same year, it advanced to 50 cents, and the ensuing January it reached $2, declining the ensuing June to $1, and advancing the following September to $6. Early in 1864 it again declined to $3, rallying the next Fall to $4, where it remained steadily during the Fall and early Winter, declining again in the early months of 1865 to $2. Last July sales were made at $5, and in November at $7 50. The highest quotations during the past Fall were $10 50@ $11, in gold. It will be seen that the period for paying the highest prices for oil has occurred during the Fall and early Winter months, the decline during the Spring and Summer being occasioned by the absence of demand—the amount consumed for illuminating purposes being from 50 to 75 per cent. less than during the Winter months. As the value of petroleum becomes more generally comprehended by the world it will hardly fail to command a more steady average value. The producers of oil are giving this subject much practical attention, and as in the case in all departments of industry and new enterprises after an experience of a few brief years, they will be enabled to hold their oil as other necessary products of commerce are generally held by producers, subject to the law of supply and demand as ordinarily controlled by the yearly average of consumption. Outside speculators in oil will be taught some important lessons upon this subject when the producers have time to give their attention to it. A particular well may produce a hundred or a thousand or more barrels per day. That is the good luck of the proprietor. But it should be remembered that whilst but few such cases occur, the great majority of wells yield but a tenth part of that quantity. So that the business, on the whole, so far as profits are concerned, is reduced to about the same foundation that most other branches are based upon. It must be controlled by the inevitable law of supply and demand. The oil business, however, has been seriously affected by circumstances that have not been within the power of practical oil operators themselves to control. Some fortunate proprietor or lessee sinks a well and strikes a rich vein. His well, with its abundant yield, immediately becomes a prominent topic of conversation. But he has special reasons for not promulgating the full facts to the world—reasons which are similar to those which actuate business men in all the commercial and industrial pursuits. He prudently prefers that the world should not know that his well produces one or two hundred barrels per day, thus adding to that extent to the supply of the petroleum market. But inquisitive neighbors are not so reticent, and not the least of these are the owners of five, ten, fifty or two hundred acre lots in the immediate vicinity of the fortunate well. No sooner is it announced that such a well has been opened than these very disinterested gentlemen resort to the telegraph. Their dispatches are spiced with the exaggerations of an exuberant fancy, and inspired by the idea that their own property will be greatly increased in value—that, in fact, they will be made rich by the advertisement which thus goes out to the world, the product of the well is magnified tenfold. They do not stop to reflect that whilst the circumstance which forms the weight of these dispatches may possibly increase the value of their lands, that the pretentious promulgation of the same also has the effect to depreciate the market price of oil. The consumers and dealers reason very naturally that such a vast increase will be followed by still further similar developments; that the market will be glutted, and its price must come down. Such are undoubtedly some of the influences which cause the immense fluctuations in the market quotations.

THE SECRET OIL DEVELOPMENT.

Almost simultaneously with the discovery of the great flowing wells of Canada, borings were vigorously prosecuted in Venango County, Pennsylvania, and also in West Virginia. The enterprise was almost entirely abandoned in the latter district, however, on account of the guerrilla raids; but was followed up with great energy in Pennsylvania, and with a degree of success that has scarcely had a parallel in mineral enterprises. The gushing wells upon Oil and Pit-hole Creeks caused much excitement, and the Canada oil territory seemed to have passed under a temporary shade. All eyes were turned toward the Blood Farm; the Phillips Well, the Empire, and more recently the United States Well, which, if we are to believe all that has been published, yielded each over two thousand barrels per day. Modern science, both geological and chemical, backed by the capital and the enterprise of the great commercial centres was directed thither. Some fortunes were made, and half the people became crazy under the oil excitement. The lack of energy, enterprise and skill, which is characteristic of the Canadians, marked the history of the oil development of Enniskillen for some three years following the discovery of the Pennsylvania wells. After the flowing wells had ceased to yield spontaneously, but little systematic effort was made to develop the territory. The wells were imperfectly sunk, and were worked with primitive and very rude machinery. "Spring-poles," worked by one or two men, mules and horses, or the most inefficient engines, were the motive power depended upon. There was clearly a great want of capital and lack of enterprise. Many persons without either of these important requisites were induced to buy lands and sink wells. Of course, three-quarters of these were compelled to abandon the undertakings, and many rude derricks, of tripod form, still stand as monuments of the blasted hopes and buried anticipations, with the unfinished and imperfect wells that are sunk beneath them, fit emblems of the provincial dullness that controlled the early period of Canadian oil enterprises.

And yet, with all the disadvantages under which the business had been conducted, it appears that during the years 1861 to 1864 there were exported from the Province 2,392,788 gallons, at a customs valuation of $383,885, or a trifle over fifteen cents per gallon. I have no accurate data at hand to state the actual production at the wells in the various districts, at the present time. It is safe to estimate the aggregate amount per month at 10,000 barrels, or 400,000 gallons, which, at the average price for the last five months, would be to the producers $60,000 per month, or about 20 cents per gallon. There is of course an absence of such immense speculative profits, in Canada, as are indicated by the accounts we have of the flowing wells in Pennsylvania and Western Virginia. Such wells ceased to flow at Oil Springs four years since. They do not now seem to promise so largely at Pithole and Titusville. In both cases, probably, the great oil reservoirs still contain an abundance, and the fluid affording strong encouragement for the future employment of capital and skill in that branch of enterprise: the advantage, however, at present being in favor of Canada, on account of the cheapness of labor and fuel, the absence of taxes, and the close proximity of the territory to the great thoroughfares of commerce.

THE DURABILITY OF THE WELLS TESTED.

Many persons have entertained the idea that after the flowing wells have ceased, the supply of oil is chiefly exhausted. But this theory does not seem to be sustained by facts; and it will, doubtless, interest all persons giving their attention to oil phenomena, to be informed that there are many wells here, remarkable for their prolific yield in 1862, have been all along, and are still regarded as among the most valuable wells in this section. The fact that after the drill has reached a rich vein, and the oil is forced up by the gas, affording a spontaneous and abundant flow, and then subsiding, is no more conclusive evidence as to the exhaustion of the main reservoirs of the fluid, than, that upon uncorking a bottle of champagne, the temporary effervescence overflowing therefrom, and the abatement of the flow which follows, is an evidence of the absence of the sparkling nectar, a portion of which is sure to be found remaining intact, in the bottle. I have a list of some eighteen of these old wells, most of which have been worked with scarcely any interruption for the past four years, now yielding from ten to forty barrels per day; and there are several others belonging to the same category, of which I can obtain no definite account. Such is the confidence entertained in the durability of these old wells, that many others that have been lying dormant for several years, have been purchased by Eastern capitalists, who are now re-drilling and cleaning them out, and furnishing them with new and powerful machinery. The proprietors are practical oil men and capitalists, who are sanguine of meeting with successful results.

Beside these, there are some forty or more new wells that have been recently completed, yielding from five to fifty barrels per day, and even a larger number, that are in the various stages of progress toward completion, many of which are nearly ready for pumping, and the indications afford the highest encouragement to their owners. There is one marked characteristic in respect to the oil territory of this vicinity. It is found that there are comparatively few failures to reach good paying wells, where the proper agencies have been applied accompanied by good management.

A good well can be sunk here at an expense of about $5,000 in gold. This includes the cost of an acre of ground in fee simple, and all the necessary outgoes attending such an enterprise. Even a five barrel well that is judiciously worked, will be found to yield a handsome profit here, while in Pennsylvania it is ascertained by experience that any well yielding less than twenty barrels will not pay the expenses of work'g. I have met several practical oil operators here from Pennsylvania, all of whom give it as their opinion that for certainty of finding oil at a depth of only from 250 to 400 feet, the steady supply of the wells, the comparative expense of sinking them, and the current working expenses after the oil has been reached, the advantages are altogether in favor of Canada. I would furnish you with some interesting figures upon these topics, that have stood the test of careful examination by practical men from the various oil districts of this country; but I fear I have already trespassed upon your space and the patience of your readers. With your permission I will hereafter present a few other important facts concerning this region, that will doubtless prove interesting to the general reader concerned in oil matters.

G. L. W.

The Murderer Durfee—Confession of the Crime.

From the Grand Rapids Democrat.

We learn, though not officially, that HOSEA N. DURFEE, the man who has just been arrested and is now in close confinement in the county jail in this city, for the murder of one Mrs. BELDEN, in Courtland township, in October last, has substantially confessed that he committed the awful crime. Several of our officers were with the culprit for several hours during yesterday afternoon and evening, when the miserable man made in substance the following statement of the affair:

He said that, in coming to this city, he accidentally met a man on the cars with whom he entered into conversation, and finally became familiar with him; that he told the stranger he had a woman with him, pointing to Mrs. BELDEN, whom he wanted to get rid of. Upon this announcement the said stranger (whose name and residence is not given) acknowledged himself ready for a job of the like character in a certain play, rubbed his hands with joy at the prospect of so delightful a piece of work. They then made their arrangements for the accomplishment of the desired object.

[illegible] and to go with the unknown under pretence of visiting his relatives in Courtland, where he was to be met by three fellow-ruffians. He proceeded in accordance with the programme made and was met as agreed. When overtaking the woman, in a lonely place, he told the woman to drive the horse as he wished to have a talk with this man, whom he caused to act as an escort a piece, and he would accordingly walk a short distance with him behind the buggy. He then got out and joined this self-appointed murderer, who was prepared with a rope in hand for the work. Being ready, he quickly stepped up to the rear of the buggy and threw the rope in a noose around her neck, drew her out of the buggy, choked her to death, and then dragged her lifeless body to a wild and secluded place and left it. Then the child was taken some distance from there along the road, and also left in the woods, supposing it would soon perish.

This man DURFEE is said to be between 25 and 30 years of age. He is rather strongly built, of medium size, reddish complexion, has pink eyes set deep in his head, and white hair and beard (his hair now being somewhat colored.) He is said to be an Albino, and his looks and general appearance are anything but interesting. His countenance is fiendish, revolting and ugly to look upon.

THE TURF.

The Racing Season of 1866, its Condition and Prospects—The Paterson, Hoboken, Saratoga and Fordham Meetings—Rapidly Increasing Popularity of Racing in the North.

The turf season of 1866 is just about to open, and the unusually favorable circumstances under which it is to be inaugurated seem to justify the general anticipations entertained of its proving the most brilliant and successful of the predecessors in the records of American racing. Nearly half a century ago the legitimate sports of the turf enjoyed a high degree of popularity in the Northern States, being patronized by the best and wealthiest of our citizens, who found recreation and innocent enjoyment in the exciting contests of the turf. The memorable racing matches between *Eclipse* and *Henry*, *Fashion* and *Boston*, and *Fashion* and *Peytona*, when the equine champions of the Northern and Southern States contended for the sovereignty of the turf on the classic racetracks of Long Island, threw a halo of unwonted brilliancy and fashion over the sport. Subsequently the management of racing matters fell into the hands of men devoid of honor and honesty, who prostituted the sport to the advancement of their own selfish purposes and pecuniary gain, and as a legitimate consequence, lost the confidence and patronage of the public. From time to time spasmodic efforts were made to revive racing, which had almost become extinct in the Northern States, but, from a variety of causes, all cooperating to the same end, they were unsuccessful. About five years ago a number of gentlemen in the neighboring State of New-Jersey, aware of the incalculable benefits derived from racing in improving the breed of that noble animal, the horse, formed themselves into a society for the purpose of making a vigorous effort to reëstablish the sport upon a sound and legitimate basis, and under the name of the "Passaic County Association" held a race meeting upon their newly-formed course at Paterson in the Fall of 1862. Managed by gentlemen of undoubted integrity and high social position, it proved a success, and pursuing the same course of straightforward, liberal and impartial management, the Paterson meeting became immensely popular alike with the general public and the owners of racing stock, the former patronizing it because they could witness honest, honorable racing, and the latter because in the event of their success, they could rely upon receiving promptly and without reservation, the rich purses for which they had contended. The example thus set by the Paterson Association was quickly followed; a similar Society for the cultivation of the sports of the turf being organized at Saratoga, under auspices which insured its immediate success; and the race meeting at that fashionable watering-place is now regarded as the "Royal Ascot" of America. The formation of the Hudson County Association (N. J.) for the promotion of the same objects rapidly succeeded; and the proximity of their race-course to this City renders the Hoboken meeting immensely popular with New-Yorkers. Following in the same footsteps, another Association, styled the "American Jockey Club," has been organized, which has just completed a new race-track at Fordham, Westchester County, within easy distance from New-York, and which will be inaugurated in September, under unusually favorable circumstances. At Long Branch and Cape May, those favorite seaside resorts during the Summer months, movements are afoot for the establishment of race-meetings during the coming season, so as to increase the number of sources of enjoyment and pleasure for their thousands of visitors. Altogether, it would appear as if the "golden days" of the American turf are to be sought in the future, and not in the past, as its antiquated patrons would have us believe.

The first Spring race meeting in the North is that of Paterson, N. J., which is fixed for the 5th, 6th and 7th June. With their accustomed liberality, the association give no less an amount than five thousand eight hundred dollars for their three days' sport, each of which possesses a distinguishing feature of peculiar interest. On the first day, the great race for the "Jersey Derby," for which forty-five three-year olds, the flower of American thorough-breds, are entered, will be run. The race is over a distance of one and a half miles, and will test the speed and endurance of the highly-bred youngsters who contend for the rich prize which is the guerdon of the winner, and the value of which is this year $3,200 clear. This is the third year since it was established, (*Norfolk* having won it the first and *Richmond* the second year,) and at present it is almost impossible to name the probable winner. On the second day, the steeple-chase is the great event of interest, as the hurdle-race is on the third and final day; in addition to which there are two other races on the first, and three others on the two last days. The Paterson meeting, consequently, possesses in itself the requisite elements of success—the attractions of good racers and good management.

The Hoboken Spring meeting commences on the 19th of June and continues over the ensuing three days. The Hudson County Association have leased their race-track and grounds to Col. MCDANIELS, a gentleman of long experience and great popularity as a turfman, who for many years was the proprietor and manager of the Broadrock Race-course, Richmond, Va. His extensive connection with the owners of racing stock throughout the United States; his liberality and energy and thorough knowledge of the details of management, afford the strongest assurances that under his management the Hoboken meeting will take a position second to none in the North. The track itself is pronounced by experienced turfmen to be one of the best on the continent, and it possesses cheap, easy and frequent means of access by the trains on the Erie Railroad, for the sport-loving residents of New-York, Brooklyn, Williamsburgh, Jersey City and Hoboken. The programme of sport he has issued is a varied and abundant one, there being three races on each of the four days of the meeting, among which $4,750 is distributed, exclusive of the entrance-money. With capital judgment, Col. MCDANIELS has provided races of every kind; heats of three, two and one miles; dashes of various distances, from half a mile to two miles; and those attractive features of racing, a steeple-chase and a hurdle-race. By this arrangement, the capabilities of the various horses in getting over a distance of ground is consulted, and can be taken advantage of by the owner, who knows the kind of race which suits his horse. The frequent introduction of selling races in the programme is also a commendatory feature, as the owner, by entering his horse at his own valuation price, virtually acting as his own handicapper, and consequently has no ground of complaint at the weight his horse carries in the race. We feel assured that the exertions of the new manager and lessee of the Hoboken track to make it popular with New-Yorkers will be eminently successful. Already there are six entries for the two-mile heat race, (the Ferry Post Stake,) and five for the three-mile heat race, (which bears the complimentary title of the "Press Stake,") and there is every reason to anticipate that nearly all of them will start in the race.

The Saratoga third annual meeting commences on the 23d of July, being a fortnight earlier than usual. There are six days racing, towards which the Association gives *ten thousand five hundred dollars* in addition to the entrances. The principal events are the Saratoga Cup, (open to horses of all ages, and for which there are twenty-six of the best thoroughbreds in America entered); the Sequel Stakes and Travers Stakes for three-year olds; the Saratoga Stakes for two-year olds, and two hurdle races. In the whole there are eighteen races, enough to satisfy the most enthusiastic turfman.

The Fordham meeting (which is under the auspices of the American Jockey Club, comprising many of our leading citizens,) will commence on the 25th of September next, and continue over three days. This meeting is conducted on an entirely different system to any other in operation in this country, and is upon [illegible] be no charge for admission to the grand stand and quarter stands. The Club have offered purses of unusual magnitude for the [illegible]ing; there being the Jerome Purse of $2,000 for a [illegible] mile heat race, all ages; the Jerome Stakes of $1,000 for three-year olds, mile heats; and the Nursery Stakes of $750 for two-year olds. Such unprecedented liberality is certain to secure a brilliant and successful meeting, especially as it is within so near and convenient a distance to New-York, the Harlem Bridge, Morrisania and Fordham Railway horse cars running from Harlem Bridge to within a short distance of the race course.

WOMAN'S RIGHTS.

The Eleventh National Woman's Rights Convention.

The Eleventh National Woman's Rights Convention will be held in the City of New-York, at the Church of the Puritans, Union-square, on Thursday, the 10th of May, at 10 o'clock.

Addresses will be delivered by persons to be hereafter announced.

Those who tell us the republican idea is a failure, do not see the deep gulf between our broad theory and partial legislation; do not see that our Government for the last century has been but the repetition of the old experiments of class and caste. Hence the failure is not in the principle, but in the lack of virtue on our part to apply it.

The question now is, have we the wisdom and conscience, from the present upheavings of our political system, to reconstruct a Government on the enduring basis that has never yet been tried—equal rights to all.

From the proposed class legislation in Congress, it is evident we have not yet learned wisdom from the experience of the past; for while our representatives at Washington are discussing the right of suffrage for the black man, as the only protection to life, liberty and happiness, they deny that "necessity of citizenship" to woman, by proposing to introduce the word "male" into the Federal Constitution. In securing suffrage but to another shade of manhood, while we disfranchise fifteen million tax-payers, we come not one line nearer the republican idea. Can a ballot in the hand of woman, and dignity on her brow, more unsex her than do a sceptre and a crown? Shall an American Congress pay less honor to the daughter of a President than a British Parliament to the daughter of a King? Should not the petitions commanded as respectful a hearing in a republican Senate, as a speech of VICTORIA in the House of Lords? Do we not claim that here all men and women are nobles—all heirs apparent to the throne? The fact that this backward legislation has roused so little thought or protest from the women of the country but proves what some of our ablest thinkers have already declared, that the greatest barrier to a government of equality is found in the aristocracy of the women. For while a woman holds an ideal position above man and the work of life, poorly imitating the pomp, heraldry and distinctions of an effete European civilization, we as a nation can never realize the divine idea of equality that man in his highest moments has enunciated to the world. To build a true republic, the church and the home must undergo the same upheaving we now see in the State; for while our legislation, social luxury and caste are baptized in the name of him whose life was a sacrifice, while at the family altar we are taught to worship wealth, power and position, rather than humanity, it is vain to talk of a republican government.—The fair fruits of liberty, equality and fraternity must be blighted in the bud, till cherished in the heart of woman.

At this hour the nation needs the highest thought and inspiration of a true womanhood. Infused into every vein and artery of its life; and women needs a broader, deeper education, such as a pure religion and lofty patriotism alone can give. From the baptism of this second revelation, should not woman come forth with new strength and dignity, clothed in all those "rights, privileges and immunities" that shall best enable her to fulfill her highest duties to humanity, her country, her family and herself.

In behalf of the National Woman's Right's Central Committee,

ELIZABETH CADY STANTON, Pres.

SUSAN B. ANTHONY, Sec.

No. 48 BERKMAN-ST., NEW-YORK, March 31, 1866.

Soldiers and Sailors' State Convention.

NEW-YORK, March 19, 1866.

The honorably discharged soldiers and sailors of the State of New-York will hold a State Convention at Albany, N. Y., on Tuesday, April 17, for the purpose of taking such action as may be deemed advisable for the protection and advancement of their interests, and to organize a permanent State Union, in conformity with the "Soldiers and Sailors' National Union."

Each regimental or local association of soldiers or sailors, and each town and ward of city, will be entitled to one delegate; and each congressional district to one delegate at large.

In towns where there is no organization of soldiers or sailors, they are earnestly requested to meet on the 12th day of April next, and elect delegates to the State Convention.

The proceedings of the Convention of the Soldiers and Sailors' National Union may be had on application to the members of the National Executive Committee.

The press throughout the State are requested to give this call a place in their columns.

O. F. RICHARDS, Buffalo, N. Y.,
Late of 100th N. Y. Volunteers.
WM. L. BRAMHALL,
Box 5,992, P. O. N. Y. City, late Capt. 93d N. Y. V., and Byt. Lieut.-Col. Vols.
Members of the National Executive Committee.

POLICE COURTS.

Jefferson Market—Before Justice Ledwith.

THEFT OF A GOLD WATCH.

JOHN M. EMERSON, residing at the Empire Hotel, on the corner of Third-avenue and Twenty-fourth-street, caused the arrest of GEORGE LAWDON *alias* JOHN DACKER, by Officer MURPHY, of the Fifteenth Precinct, on a charge of having stolen a gold watch and silk chain, valued at $125. In his affidavit the complainant stated that at an early hour yesterday morning he was in the saloon at No. 654 Broadway; that while there the prisoner and another man made his acquaintance, and drank with him two or three times. They also invited him to visit another house, and while there LAWDON came up with his companion and took from him his watch. EMERSON then gave an alarm, but the men made good their escape from the premises. The officer making the arrest was patrolling his beat in Broadway at the time, and on hearing the cry "Police" ran down and met the prisoner crossing the street, when he arrested him. When LAWDON was brought back to the door of the saloon Officer MURPHY met another officer, when a search of the prisoner's person was attempted. LAWDON gave himself a sudden jerk and threw away the watch into the gutter, where it was found by the officers. The accused was committed for trial without bail. He is 25 years of age and a native of England.

ROBBED HIS ROOM-MATE.

REMIGIO LAFORTE, residing at No. 153 Laurens-street, made complaint against EMILE DENNIER, his room-mate, for grand larceny, in that he had stolen a leather valise, containing $187 worth of wearing apparel, on the 30th ult. Officer BREADE, of the Eighth Precinct, yesterday arrested the accused, and found the missing property in the possession of his prisoner. DENNIER